

## Workshop Manual

Octavia II 2004 ➤ , Octavia II 2010 ➤ ,  
Octavia III 2013 ➤ , Octavia III 2014 ➤ ,  
Superb II 2008 ➤ , Superb II 2011 ➤

**Gearbox 02S**

Edition 03.2015

# ŠKODA



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## List of Workshop Manual Repair Groups

### Repair Group

- 00 - Technical data
- 30 - Clutch
- 34 - Controls, housing
- 35 - Gears, shafts
- 39 - Final drive - differential

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Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed.

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## 00 – Technical data

### 1 Identification

(SRL000752; Edition 03.2015)

⇒ [“1.1 Identification of the gearbox”, page 1](#)

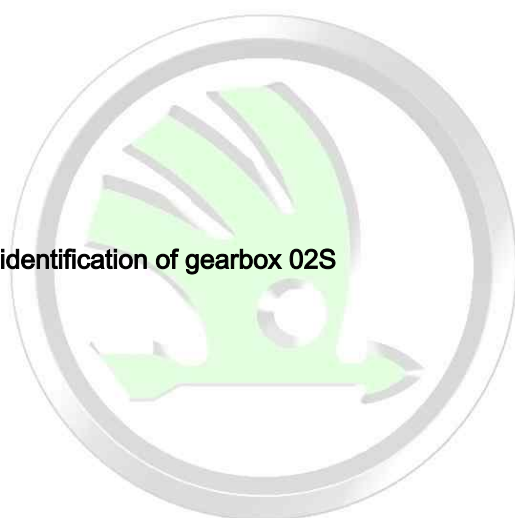
#### 1.1 Identification of the gearbox

##### Location on the gearbox

Identification characters and production date -arrow 1-

Identification of the gearbox -arrow 2-

Example for identification of gearbox 02S

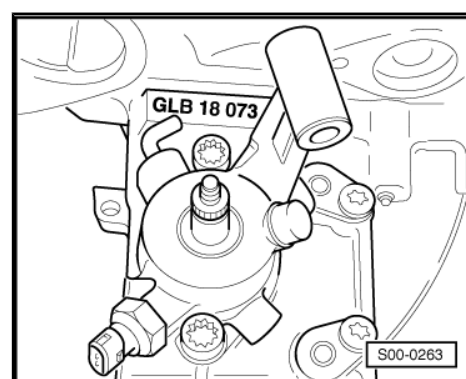
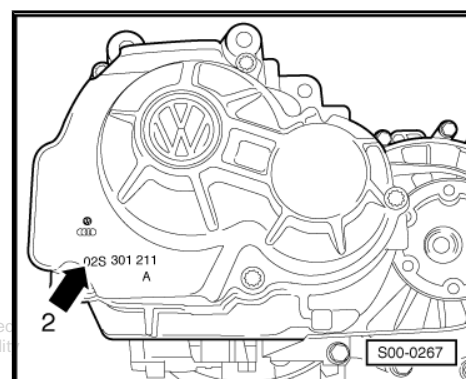
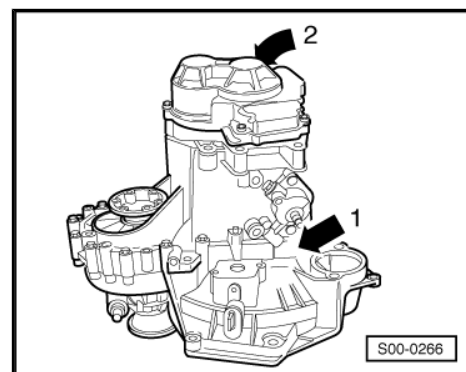


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##### Example for identification characters and production date of the gearbox

Example for identification	GLB	18	07	3
Meaning	Identification characters	Day	Month	Manufacturing year (2003)

Additional data gives information about the manufacturing factory.







## 2 Safety instructions

⇒ **"2.1 Safety precautions when working on vehicles with a start/stop system", page 2**

⇒ **"2.2 Safety precautions during road tests in which testing and measuring equipment is used", page 2**

### 2.1 Safety precautions when working on vehicles with a start/stop system

When working on vehicles with start-stop system, observe the following:



#### WARNING

*Risk of injury from automatic engine start on vehicles with start/stop system.*

- ◆ *On vehicles with activated start-stop system (recognizable by a message in the dash panel insert), the engine can start automatically if required.*
- ◆ *It is necessary to ensure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off and if required switch ignition on again).*

### 2.2 Safety precautions during road tests in which testing and measuring equipment is used

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If test and measuring devices are required during test drives, observe the following information:



#### WARNING

*There is a risk of accident from unintended motion and insufficient securing of testers and measuring instruments.*

*There is a risk of injury from the release of the passenger airbag in the event of an accident.*

- *Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.*
- *There is an increased risk of injury or accident from unsecured testers and measuring instruments.*
- ◆ *Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.*



## 3 Repair instructions

⇒ [“3.1 General repair information”, page 3](#)

⇒ [“3.2 Contact corrosion”, page 5](#)

### 3.1 General repair information

To ensure flawless and successful gearbox repairs, the greatest care and cleanliness as well as the use of good and proper tools are essential. Obviously, the generally valid basic safety rules apply to repair work.

#### Gearbox

- ◆ Thoroughly clean the connection points and their surroundings before releasing.
- ◆ Bolts and other attachments should have a classification in the ⇒ Electronic Catalogue of Original Parts .
- ◆ When installing the manual gearbox, ensure the dowel sleeves are correctly located between the engine and gearbox.
- ◆ When assembling mounts as well as waxed components, clean the contact surfaces. Contact surfaces must be free of wax and grease.
- ◆ When replacing the gearbox, inspect the gearbox oil level and top up with oil if necessary  
⇒ [“4 Check gear oil level”, page 159](#) .
- ◆ Capacity ⇒ [“4.1 Filling capacity”, page 6](#) .
- ◆ Oil specification ⇒ Electronic Catalogue of Original Parts .

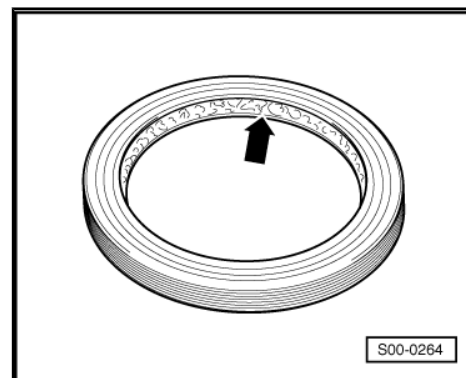
#### Sealant

- ◆ Thoroughly clean the contact surfaces of the housing before applying the silicone sealant.
- ◆ Apply sealant - AMV 188 200 03- evenly and not too thickly.

#### O-rings, gasket rings, gaskets

- ◆ Always replace O-rings, gasket rings and gaskets ⇒ Electronic Catalogue of Original Parts .
- ◆ After removing gaskets, check the contact surface in the housing or shaft for burrs or damage which occurred during the assembly.
- ◆ Radial shaft seals - before mounting lightly oil at outside diameter and fill half the space between the sealing lips -arrow- with sealing grease - G 052 128 A1- .
- ◆ The open side of the sealing rings is turned towards the fluid to be sealed.
- ◆ Press in new gasket ring in such a way that the sealing lip is not located on the same point as the sealing lip of the old gasket ring (use tolerance for insertion depth).
- ◆ Before inserting lightly oil the O-rings, in order to prevent the rings being squashed during installation.
- ◆ Inspect the oil level after replacing the gaskets and gasket rings, top up oil if necessary  
⇒ [“4 Check gear oil level”, page 159](#) .

#### Locking elements



- ◆ Do not over-tension the circlips.
- ◆ Always replace damaged or over-expanded circlips ⇒ Electronic Catalogue of Original Parts .
- ◆ Circlips must be positioned in the base of the groove.
- ◆ Replace roll pins. Fitting position: Slot -A- longitudinal to power flow -arrow-.

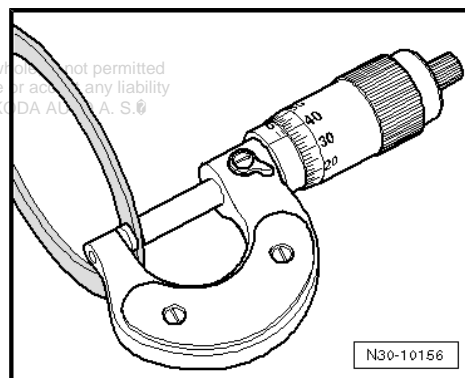
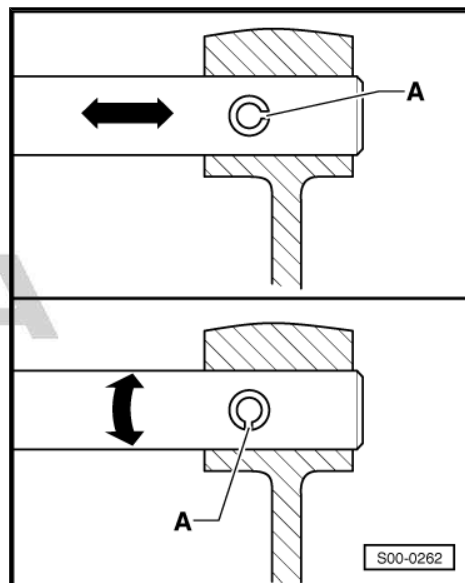
### Bearings

- ◆ New taper roller bearings are fitted as supplied and do not require any additional lubrication.
- ◆ Insert moist all bearings (except taper roller bearings) in the gearbox with gear oil.
- ◆ Before installing, heat the inner rings of the bearing on a heating plate or with the induction heater unit - VAS 6414- to approx. 100°C, when installing press in axial and play-free up to the stop.
- ◆ The temperature can be checked with a temperature measuring instrument.
- ◆ Do not mix up the outer and inner races of bearings of the same size.
- ◆ Always jointly replace tapered-roller bearings on the same shaft and use products of the same manufacturer.
- ◆ Position needle bearing with the lettered side (thicker end) towards the drift pin.

### Shims

- ◆ Gauge shims at several points with a micrometer. Different tolerances allow to select the required thickness for each washer very precisely.
- ◆ Inspect for burrs and damage.
- ◆ Install only adjusting washers which are in perfect condition.

### Synchronizer rings



- ◆ Do not interchange. If re-using, allocate synchronizer rings to the same sliding gear.
- ◆ Inspect for wear, replace if necessary ⇒ Electronic Catalogue of Original Parts .
- ◆ Check grooves -arrow 1- on synchronizer ring -A-, or check the inside of the ring for flattened parts (grooves worn).
- ◆ When installing the intermediate ring -B-, check outer contact surface -arrow 2- and inner contact surface -arrow 3- for grooves, blue colouring (caused by overheating) and other damages.
- ◆ Insert with some gearbox fluid.

#### Pinions

- ◆ Clean and heat on a heating plate or with the induction heater unit e.g. - VAS 6414- to approx. 100°C before pressing on.
- ◆ The temperature can be checked with a temperature measuring instrument.
- ◆ Check fitting position.

#### Sliding gears

- ◆ Check 1st to 5th gear sliding gears after assembly for low axial play or smooth operation.

#### Clutch control

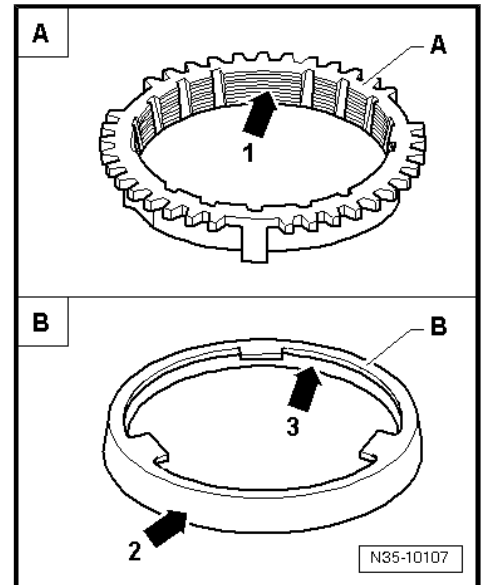
- ◆ When removing gearbox, remove slave cylinder, do not detach the hoses.
- ◆ If the slave cylinder with connected hydraulic line is removed, do not depress the clutch pedal. Otherwise the tappet is pressed out of the slave cylinder.
- ◆ Do not tilt the clutch pressure plate; release and tighten cross-wise in small stages.
- ◆ If the clutch pedal does not return to its initial position after the coupling procedure - clutch pedal in home position - the clutch control must be bled.
- ◆ In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.

## 3.2 Contact corrosion

Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.

The use of substitute components causes contact corrosion (screws, nuts, washers ...). The gearbox housing and the clutch housing are damaged.

Generally install parts which are indicated in the ⇒ Electronic Catalogue of Original Parts .





## 4 Technical Data for the Gearbox

⇒ ["4.1 Filling capacity", page 6](#)

⇒ ["4.2 Assignment gearbox - engine", page 6](#)

⇒ ["4.3 Calculation of gear ratios", page 10](#)

### 4.1 Filling capacity

⇒ ["4.1.1 Filling capacity - Octavia II", page 6](#)

⇒ ["4.1.2 Filling capacity - Superb II", page 6](#)

⇒ ["4.1.3 Filling capacity - Octavia III", page 6](#)

#### 4.1.1 Filling capacity - Octavia II

Capacity of manual gearbox	2.1 l
Gear oil	⇒ Electronic Catalogue of Original Parts
Filling capacity - angle gearbox	0.9 litres
Specification	⇒ Electronic Catalogue of Original Parts

#### 4.1.2 Filling capacity - Superb II

Filling capacity	2.1 l
Gear oil	⇒ Electronic Catalogue of Original Parts

#### 4.1.3 Filling capacity - Octavia III

Filling capacity	2.1 l
Gear oil	⇒ Electronic Catalogue of Original Parts

### 4.2 Assignment gearbox - engine

⇒ ["4.2.1 Assignment gearbox - engine - Octavia II", page 6](#)

⇒ ["4.2.2 Assignment gearbox - engine - Octavia III", page 8](#)

⇒ ["4.2.3 Assignment gearbox - engine - Superb II", page 9](#)

#### 4.2.1 Assignment gearbox - engine - Octavia II

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		GQP	JCN
Man- ufac- tured	from through	11.2004 05.2006	06.2006 08.2006
As- sign- ment	Engine	2.0 l - 110 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		JXR	KVY

Manual gearbox		6 speed 02S front-wheel drive	
Man- ufac- tured	from through	09.2006 05.2008	06.2008 11.2008
As- sign- ment	Engine	2.0 I - 110 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		JWX	KVT
Man- ufac- tured	from through	06.2007 05.2008	06.2008 10.2009
As- sign- ment	Engine	1.8 I - 118 kW TSI	1.8 I - 118 kW TSI 1.8 I - 112 kW TSI <sup>1)</sup>

<sup>1)</sup> As of 03.09.

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		MDP	MUF
Man- ufac- tured	from through	11.2009 06.2010	07.2010 10.2010
As- sign- ment	Engine	1.8 I - 118 kW TSI 1.8 I - 112 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		MUE	NMY
Man- ufac- tured	from through	11.2010 01.2011	02.2011 04.2013
As- sign- ment	Engine	1.8 I - 118 kW TSI 1.8 I - 112 kW TSI	

Manual gearbox		6 speed 02S four-wheel-drive	
Identification characters		HJM	JDX
Manu- fac- tured	from through	11.2004 05.2006	06.2006 09.2006
As- sign- ment	Engine	2.0 I - 110 kW TSI	

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Manual gearbox		6 speed 02S four-wheel-drive	
Identification characters		JXQ	JYQ
Manu- fac- tured	from through	10.2006 05.2007	06.2007 11.2008
As- sign- ment	Engine	2.0 I - 110 kW TSI	

#### 4.2.2 Assignment gearbox - engine - Octavia III

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		NBJ	PEQ
Man- ufac- tured	from through	11.2012 06.2014	11.2012 05.2015
As- sign- ment	Engine	1.4 I - 103 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		QSZ	
Man- ufac- tured	from through	06.2014 05.2015	
As- sign- ment	Engine	1.4 I - 103 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		QXG	QSZ
Man- ufac- tured	from through	05.2015	05.2015 05.2015
As- sign- ment	Engine	1.4 I - 110 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		QXH	
Man- ufac- tured	from through	05.2015	
As- sign- ment	Engine	1.4 I - 110 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		NBH	QBN
Man- ufac- tured	from through	11.2012	02.2013 05.2015
As- sign- ment	Engine	1.8 I - 132 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		QBP	QWY
Man- ufac- tured	from through	05.2013 05.2015	05.2015
As- sign- ment	Engine	1.8 I - 132 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		QWZ	
Man- ufac- tured	from through	05.2015	
As- sign- ment	Engine	1.8 I - 132 kW TSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		PTW	QWX
Man- ufac- tured	from through	05.2013 05.2015	05.2015
As- sign- ment	Engine	1.6 ltr- 81 kW TDI CR	

#### 4.2.3 Assignment gearbox - engine - Superb II

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		JWX	KVT
Man- ufac- tured	from through	03.2008 05.2008	05.2008 06.2010





Manual gearbox		6 speed 02S front-wheel drive	
As-signment	Engine	1.8 I - 118 kW TSI	1.8 I - 118 kW TFSI 1.8 I - 112 kW TFSI

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		MUE	NMY
Man-ufac-tured	from through	08.2010 01.2011	01.2011
As-signment	Engine	1.8 I - 118 kW TFSI 1.8 I - 112 kW TFSI	

Manual gearbox		6 speed 02S front-wheel drive	
Identification characters		MYP	MUJ
Man-ufac-tured	from through	05.2013	05.2013
As-signment	Engine	1.6 I/77 kW TDI CR	1.8 I/118 kW TFSI

### 4.3 Calculation of gear ratios

Example:

	5th gear	Final drive
Drive wheel	$ZG_1 = 46$	$ZA_1 = 24$
Output gear	$ZG_2 = 33$	$ZA_2 = 70$

$$i = ZG_2 : ZG_1 \text{ 1)}$$

$$i_G = \text{Gear ratio} = ZG_2 : ZG_1 = 33 : 46 = 0,717$$

$$i_A = \text{axis ratio} = ZA_2 : ZA_1 = 70 : 24 = 2,917$$

$$i_{\text{total}} = \text{total ratio} = i_G \times i_A = 0.717 \times 2.917 = 2.091$$

1)  $Z_1$  = No. of teeth on driving gear,  $Z_2$  = No. of teeth on driven gear

## 5 Overview of Transmission System

⇒ ["5.1 Front-wheel-drive", page 11](#)

⇒ ["5.2 Four-wheel drive \(Octavia II\)", page 12](#)

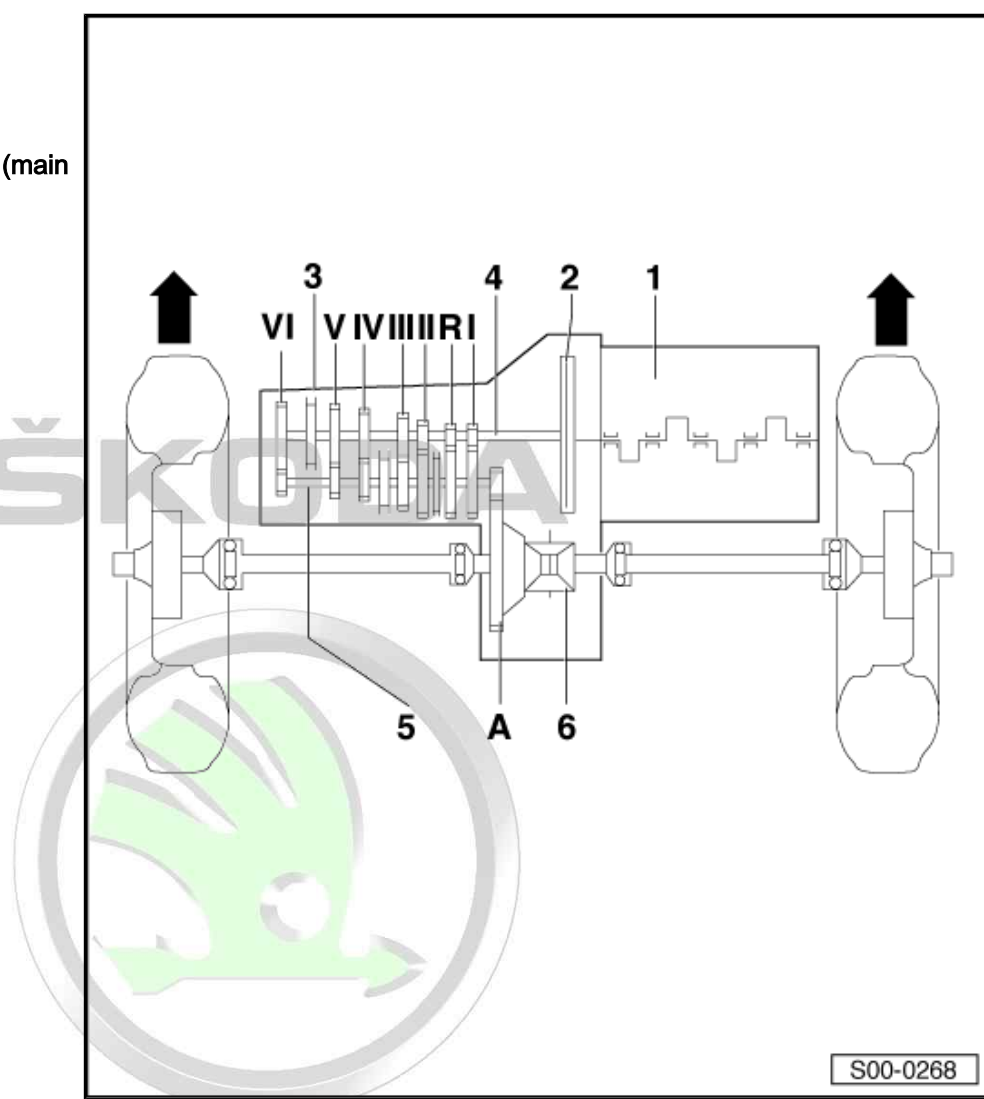
### 5.1 Front-wheel-drive



Note

*The arrow shows the direction of travel.*

- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft/input shaft (main shaft)
- 5 - Output shaft
- 6 - Differential gear
- I - 1. gear
- II - 2. gear
- III - 3. gear
- IV - 4. gear
- V - 5. gear
- VI - 6. gear
- R - Reverse gear
- A - Final drive



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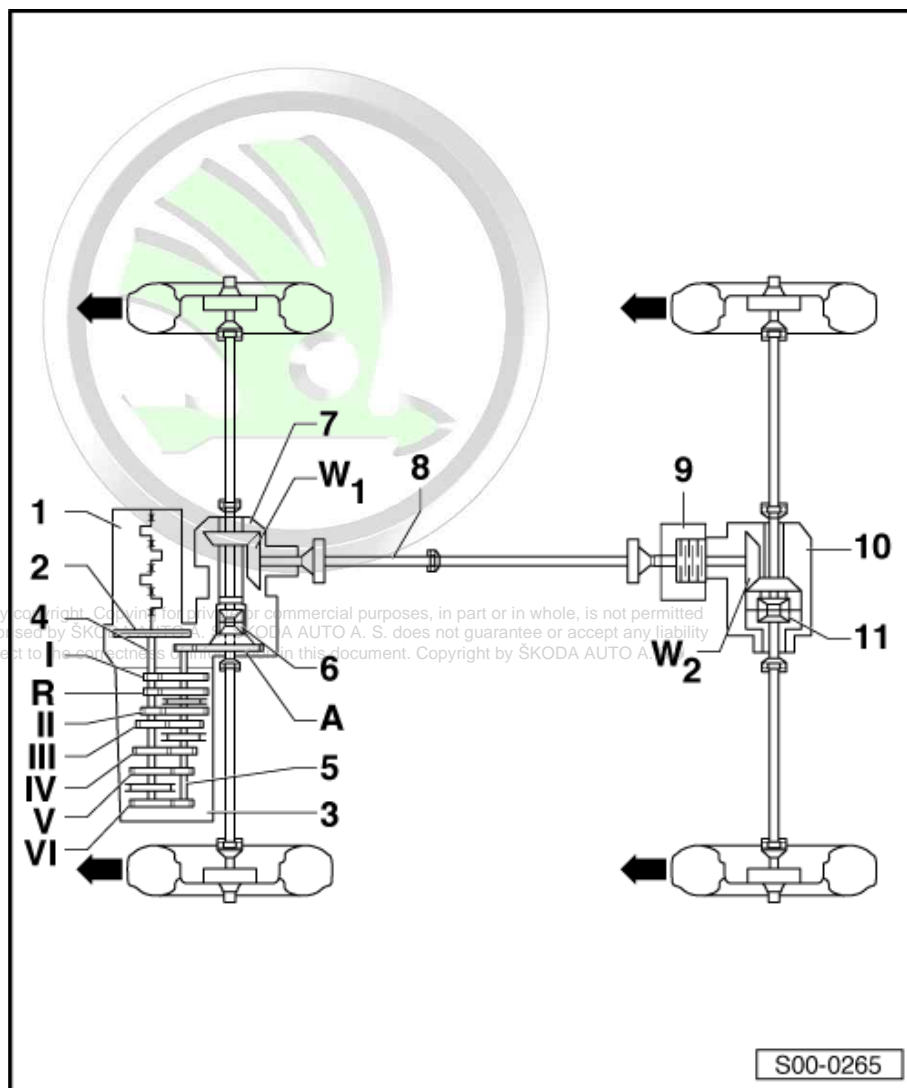
## 5.2 Four-wheel drive (Octavia II)



### Note

The arrow shows the direction of travel.

- 1 - Engine
- 2 - Clutch
- 3 - Manual gearbox
- 4 - Drive shaft/input shaft (main shaft)
- 5 - Output shaft
- 6 - Differential gear
- 7 - Angle gearbox
- 8 - Propshaft
- 9 - Haldex coupling
- 10 - Rear final drive
- 11 - Differential gear
- I - 1. gear
- II - 2. gear
- III - 3. gear
- IV - 4. gear
- V - 5. gear
- VI - 6. gear
- R - Reverse gear
- A - Final drive
- W1 - Drive chain of the angle gearbox, front
- W2 - Drive chain of the rear final drive



## 30 – Clutch

### 1 Repairing clutch control

#### 1.1 Overview



#### Note

- ◆ If the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ Grease all bearing points and contact surfaces with grease - G 000 450 02-.

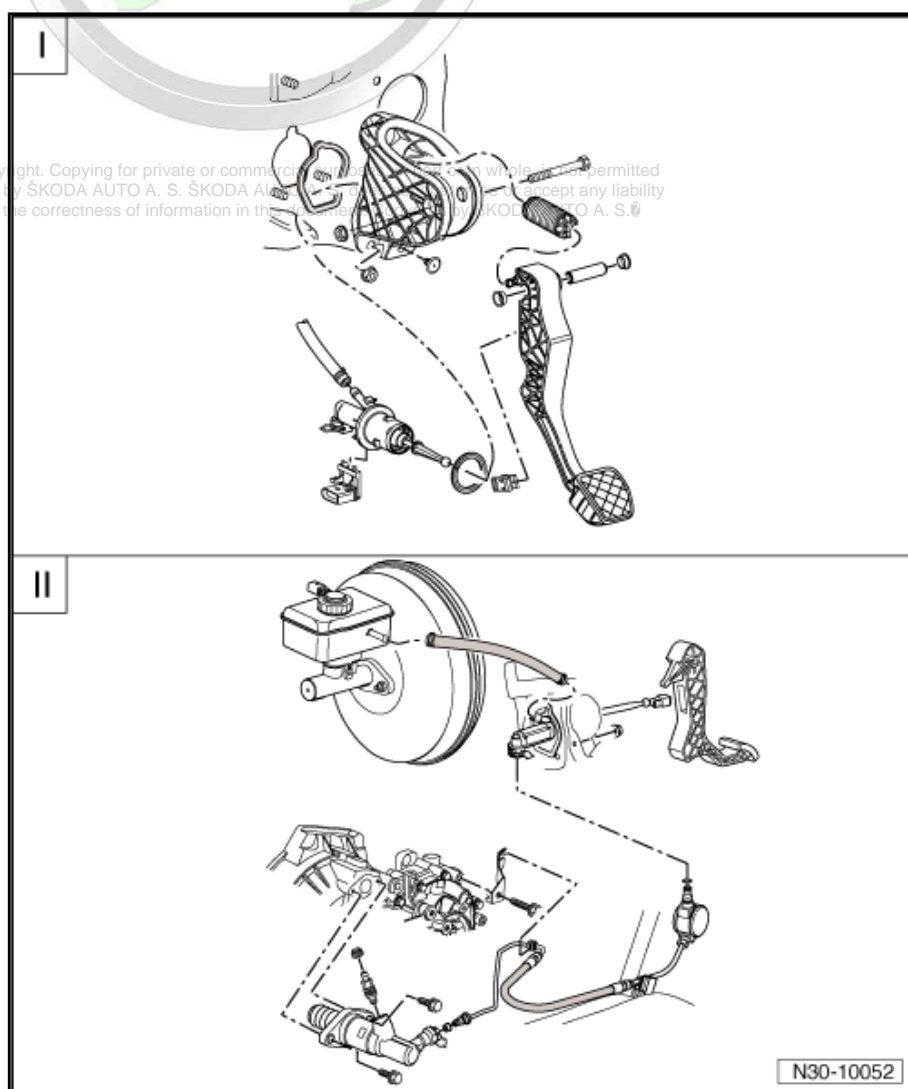
I -  
⇒ [“1.2.1 Summary of components - Foot controls - Octavia II”, page 14](#)

I -  
⇒ [“1.2.2 Summary of components - Foot controls - Octavia III”, page 16](#)

I -  
⇒ [“1.2.3 Summary of components - Foot controls - Superb II”, page 19](#)

II -  
⇒ [“1.15 Summary of components - Hydraulics \(Octavia II, Superb II\)”, page 44](#)

II -  
⇒ [“1.16 Summary of components - Hydraulics \(Octavia III\)”, page 48](#)





## 1.2 Summary of components - Foot controls

### 1.2.1 Summary of components - Foot controls - Octavia II

#### 1 - Tube-hose line

- ☐ to the slave cylinder
- ☐ removing and installing  
⇒ [page 16](#)
- ☐ test tightness  
⇒ ["1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)", page 50](#)

#### 2 - Sealing ring

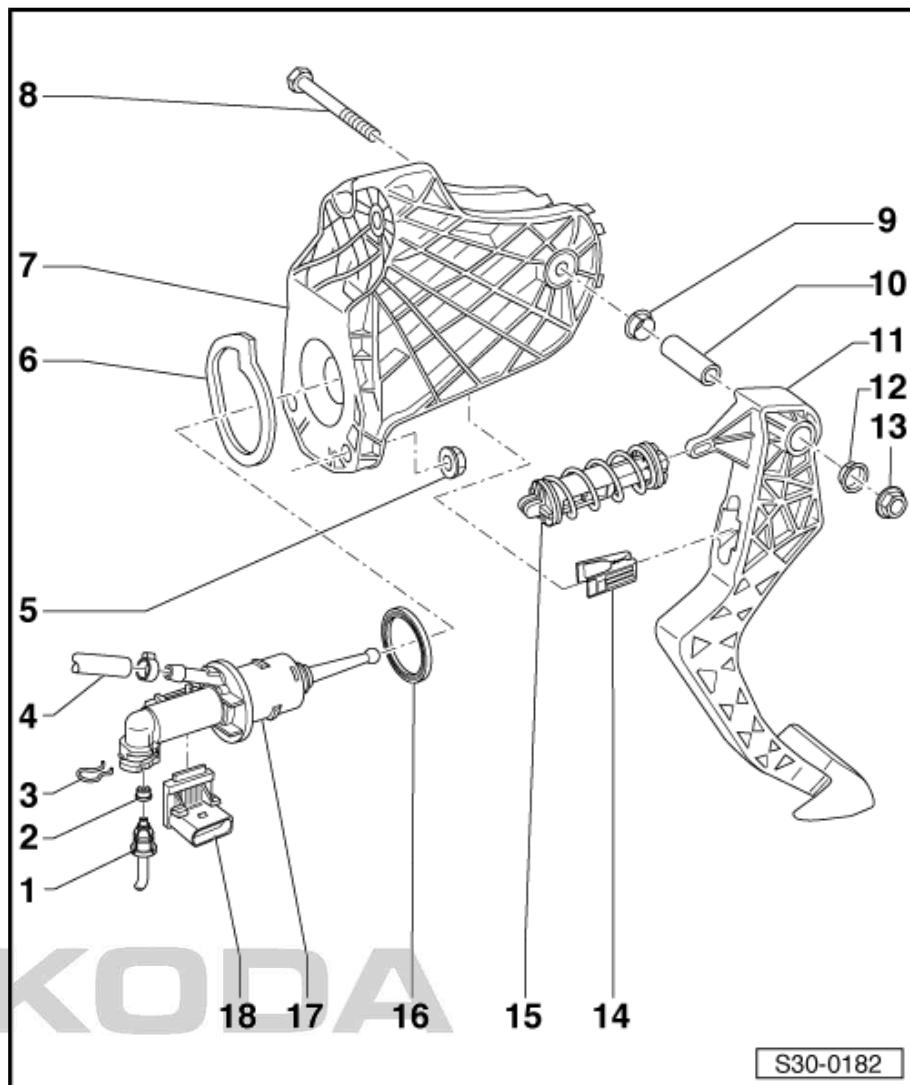
- ☐ replace ⇒ Electronic Catalogue of Original Parts
- ☐ Difference between the O-rings ⇒ [page 16](#)
- ☐ test tightness  
⇒ ["1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)", page 50](#)

#### 3 - Locking clip

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

#### 4 - Intake hose

- ☐ from brake fluid reservoir
- ☐ out of rubber
- ☐ as of 12.05 on certain vehicles out of plastic  
⇒ [page 47](#)
- ☐ if the intake hose is made out of plastic, do



not use hose clamp -  
MP7-602-

- ☐ test tightness ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)

#### 5 - Nut

- ☐ self-locking
- ☐ 20 Nm
- ☐ replace ⇒ Electronic Catalogue of Original Parts

#### 6 - Gasket

- ☐ replace ⇒ Electronic Catalogue of Original Parts

#### 7 - Bearing bracket

- ☐ for the clutch pedal
- ☐ Removing and installing ⇒ [“1.7 Removing and installing bearing bracket \(Octavia II\)”, page 30](#)

#### 8 - Screw

#### 9 - Bushing

#### 10 - Bearing bolt

#### 11 - Clutch pedal

- ☐ Removing and installing ⇒ [“1.5 Removing and installing clutch pedal \(Octavia II, Superb II\)”, page 26](#)

#### 12 - Bushing

#### 13 - Nut

- ☐ self-locking
- ☐ 25 Nm
- ☐ replace ⇒ Electronic Catalogue of Original Parts

#### 14 - Locking clip

- ☐ for actuating rod of master cylinder
- ☐ Removing and installing ⇒ [“1.5 Removing and installing clutch pedal \(Octavia II, Superb II\)”, page 26](#)

#### 15 - Over-centre helper spring

- ☐ Removing and installing ⇒ [“1.3 Removing and installing the over-centre helper spring”, page 20](#)

#### 16 - Sealing ring

- ☐ replace ⇒ Electronic Catalogue of Original Parts

#### 17 - Master cylinder

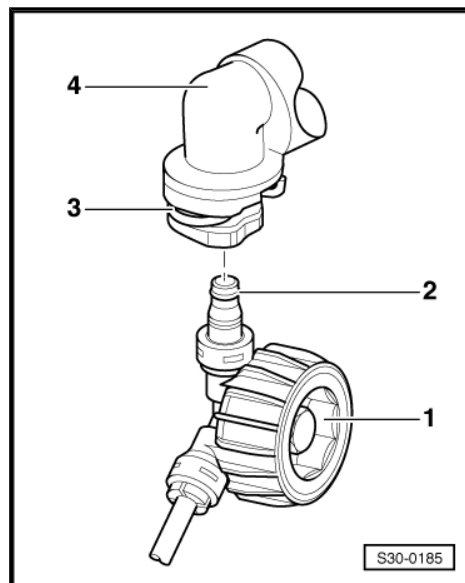
- ☐ Removing and installing  
⇒ [“1.10 Removing and installing master cylinder \(Octavia II, Superb II\)”, page 38](#)
- ☐ test tightness ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)

#### 18 - Clutch position sender -G476-

- ☐ Removing and installing  
⇒ [“1.13 Removing and installing clutch position sender G476 \(Octavia II, Superb II\)”, page 42](#)
- ☐ check ⇒ Vehicle diagnostic tester

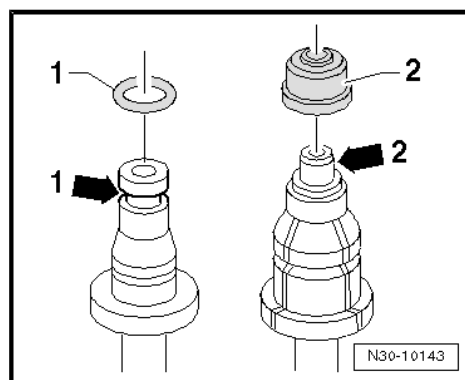
### Remove and install the tube-hose line at the master cylinder

- For removing, unlock locking clip -3- with a screwdriver and detach tube-hose line -1- at master cylinder -4-.
- To install push tube-hose line -1- with new gasket ring -2- into the master cylinder until there is an audible click of the locking clip.
- For testing pull on the tube-hose line.



### Difference between the O-rings

- ♦ -1- Line connection with circular slot -arrow 1-
- ♦ -2- Line connection with collar -arrow 2-



## 1.2.2 Summary of components - Foot controls - Octavia III

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## 1 - Master cylinder

- ☐ Removing and installing  
⇒ [“1.11 Removing and installing master cylinder \(Octavia III\)”, page 40](#)

## 2 - Bushing

- ☐ Removing and installing  
⇒ [“1.12 Removing and installing bearing bush \(Octavia III\)”, page 41](#)

## 3 - Clamp

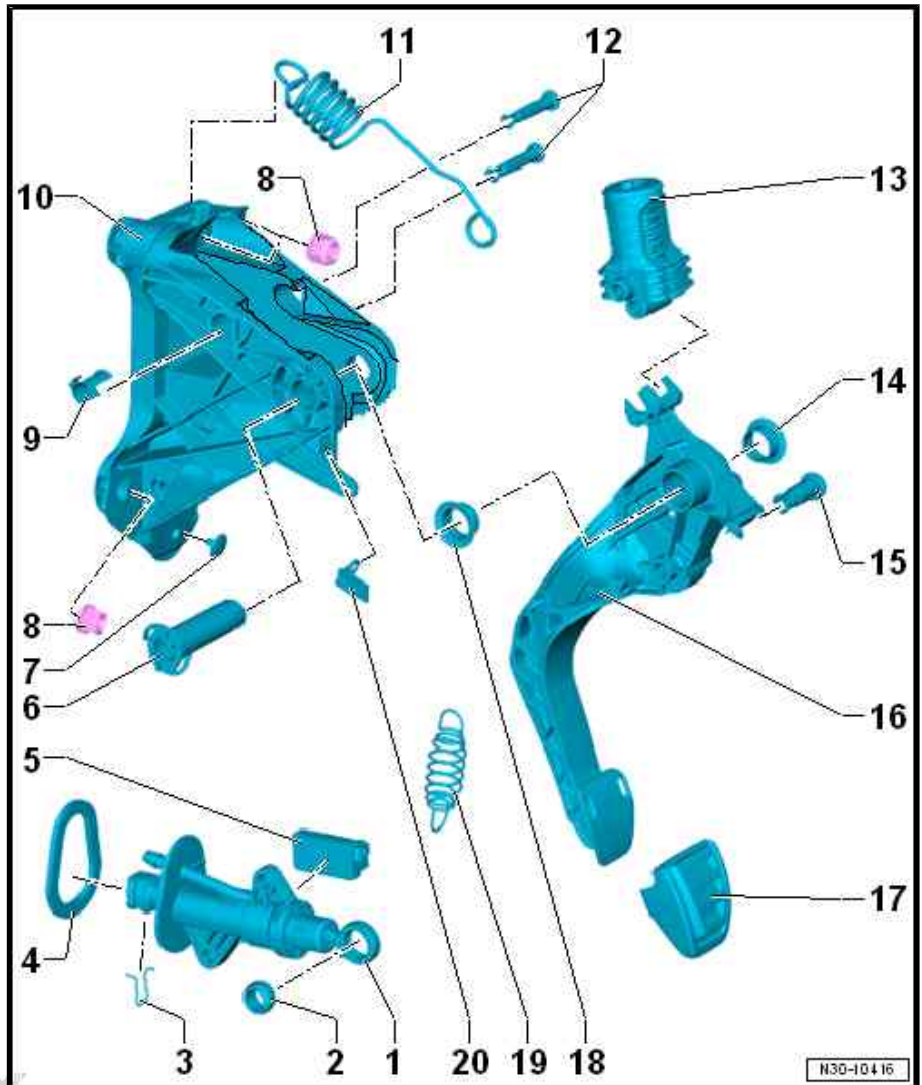
- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

## 4 - Gasket

- ☐ self-adhesive
- ☐ after removing the master cylinder, replace ⇒ Electronic Catalogue of Original Parts
- ☐ stick onto the master cylinder

## 5 - Clutch position sender - G476-

- ☐ Check ⇒ Vehicle diagnostic tester in the operating mode Targeted fault finding
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing  
⇒ [“1.14 Removing and installing clutch position sender G476 \(Octavia III\)”, page 44](#)



## 6 - Carrier bolt

- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts

## 7 - Spring stop

## 8 - Hexagon nut

- ☐ Pillar to front wall
- ☐ 3 pieces
- ☐ self-locking
- ☐ 25 Nm
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts

## 9 - Bearing shell

- ☐ 2 pieces
- ☐ is installed on both sides
- ☐ mounted only in combination with over-centre helper spring

## 10 - Console

- ☐ for the clutch pedal
- ☐ Removing and installing  
⇒ [“1.8 Removing and installing bearing bracket for clutch pedal \(Octavia III\)”, page 32](#)

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**11 - Over-centre helper spring**

- ☐ installed according to the type
- ☐ Removing and installing ⇒ [“1.3 Removing and installing the over-centre helper spring”, page 20](#)

**12 - Carrier bolt**

- ☐ for master cylinder
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts

**13 - Over-centre helper spring**

- ☐ installed according to the type
- ☐ different versions, assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing  
⇒ [“1.4 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 24](#)

**14 - Bushing****15 - Carrier bolt**

- ☐ of the tappet for master cylinder
- ☐ after removing, replace ⇒ Electronic Catalogue of Original Parts

**16 - Clutch pedal**

- ☐ Removing and installing ⇒ [“1.6 Removing and installing clutch pedal \(Octavia III\)”, page 28](#)

**17 - Pedal rubber**

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**18 - Bushing****19 - Tension spring**

- ☐ for the clutch pedal
- ☐ installed according to the type
- ☐ Removing and installing  
⇒ [“1.4 Removing and installing tension spring and over-centre helper spring \(Octavia III\)”, page 24](#)

**20 - Damping element**

- ☐ is only mounted in combination with tension spring

### 1.2.3 Summary of components - Foot controls - Superb II

#### 1 - Front wall

- ☐ with mount for bracket

#### 2 - Gasket

- ☐ between bracket and front wall
- ☐ self-adhesive
- ☐ glue to bracket
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 3 - Bearing bracket

- ☐ for attaching clutch pedal
- ☐ Removing and installing ⇒ ["1.9 Removing and installing bearing bracket \(Superb II\)", page 36](#)

#### 4 - Screw

#### 5 - Over-centre helper spring

- ☐ Removing and installing ⇒ ["1.3 Removing and installing the over-centre helper spring", page 20](#)

#### 6 - Bushing

#### 7 - Bearing bolt

#### 8 - Clutch pedal

- ☐ Removing and installing ⇒ ["1.5 Removing and installing clutch pedal \(Octavia II, Superb II\)", page 26](#)

#### 9 - Support

- ☐ Removing and installing ⇒ ["1.5 Removing and installing clutch pedal \(Octavia II, Superb II\)", page 26](#)

#### 10 - Gasket

- ☐ between master cylinder and bracket
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 11 - Master cylinder

- ☐ removing and installing after removing the bracket ⇒ ["1.10 Removing and installing master cylinder \(Octavia II, Superb II\)", page 38](#)
- ☐ test tightness ⇒ ["1.18 Checking hydraulic clutch control \(Superb II\)", page 51](#)

#### 12 - Clutch position sender - G476-

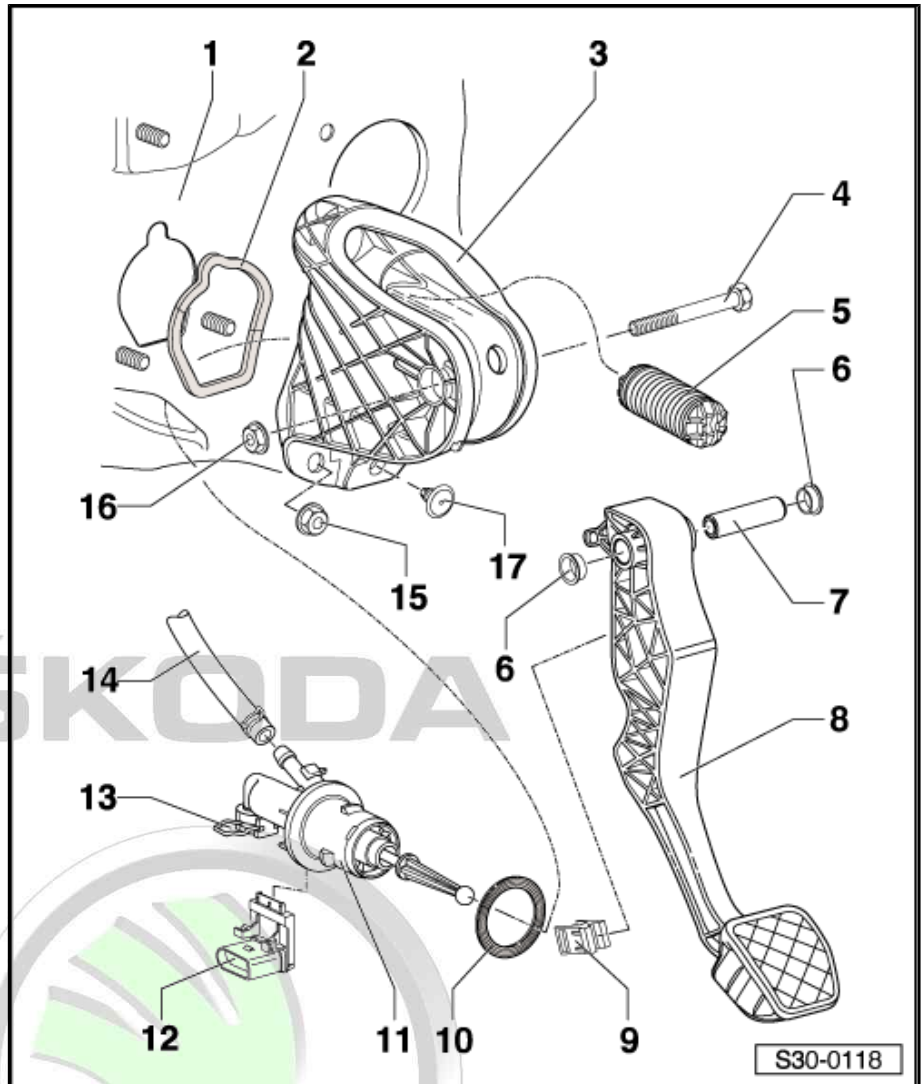
- ☐ Removing and installing ⇒ ["1.13 Removing and installing clutch position sender G476 \(Octavia II, Superb II\)", page 42](#)
- ☐ check ⇒ Vehicle diagnostic tester

#### 13 - Clamp

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

#### 14 - Supply hose

- ☐ out of plastic ⇒ [page 47](#)





- ☐ Do not use hose clamp - MP7-602-
- ☐ test tightness ⇒ ["1.18 Checking hydraulic clutch control \(Superb II\)", page 51](#)

#### 15 - Nut

- ☐ 3 pieces
- ☐ self-locking
- ☐ 20 Nm
- ☐ for bracket on front wall
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 16 - Nut

- ☐ 25 Nm
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 17 - Stop

- ☐ for the clutch pedal

### 1.3 Removing and installing the over-centre helper spring

#### 1.3.1 Removing and installing over-centre helper spring - Octavia II, Superb II

##### Special tools and workshop equipment required

- ◆ Assembly lever - T10178-

##### Removing

- Bracket for clutch pedal installed in the vehicle.
- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.

##### For vehicles Octavia II

- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .
- Unscrew crash strut -1- in front of the clutch pedal -2-.

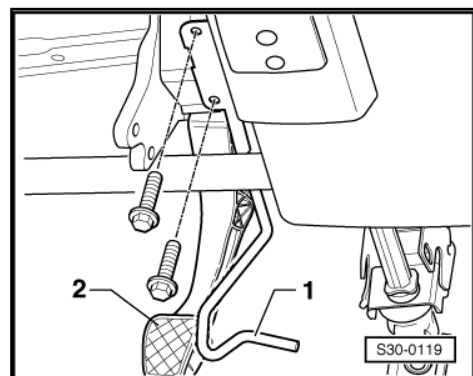
##### For vehicles Superb II

- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

##### Continued for all vehicles



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- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.

**i Note**

*The clutch pedal remains hanging on the actuating rod of the master cylinder.*

- Swivel clutch pedal slightly downwards and remove over-centre helper spring -4- from the bracket.

**Install**

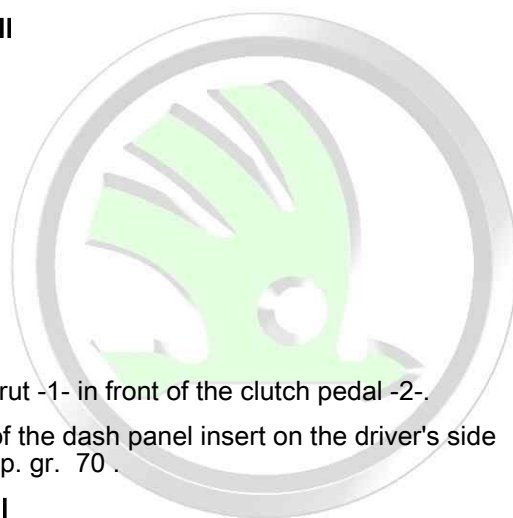
Installation is performed in the reverse order, pay attention to the following points:

**i Note**

*Replace self-locking nut ⇒ Electronic Catalogue of Original Parts .*

- Insert over-centre helper spring from above into the bracket and while doing so hold the spring end in the fitting position using the release tool -T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.

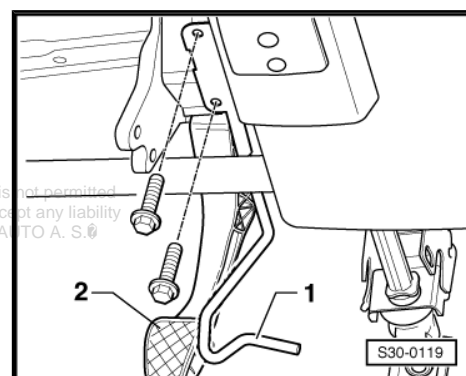
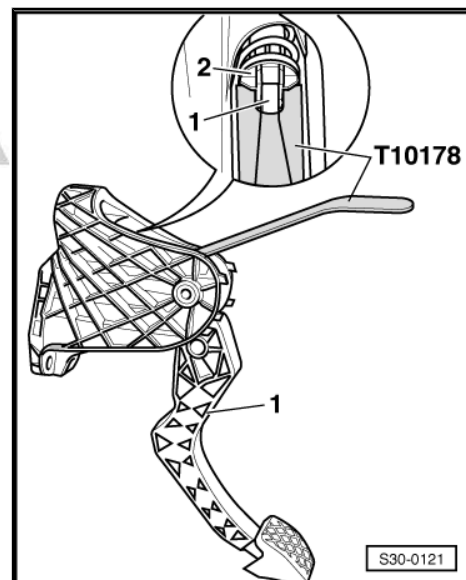
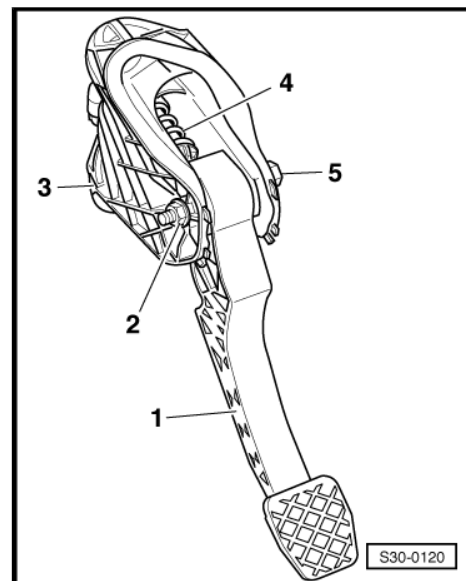
**For vehicles Octavia II**



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .

**For vehicles Superb II**

- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .





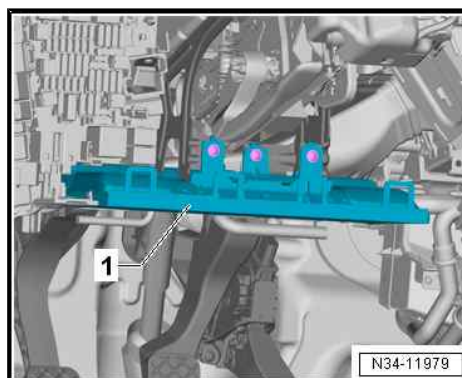
## Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ "1.2 Summary of components - Foot controls", page 14
Crash strut to bracket/steering column	9

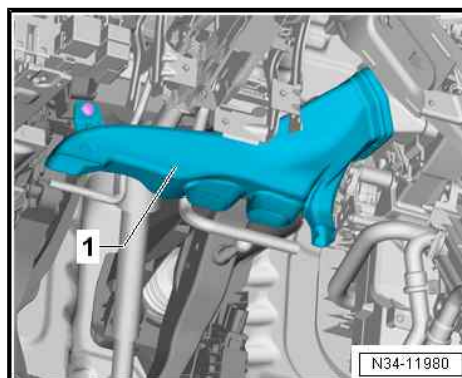
## 1.3.2 Removing and installing over-centre helper spring - Octavia III

### Removing

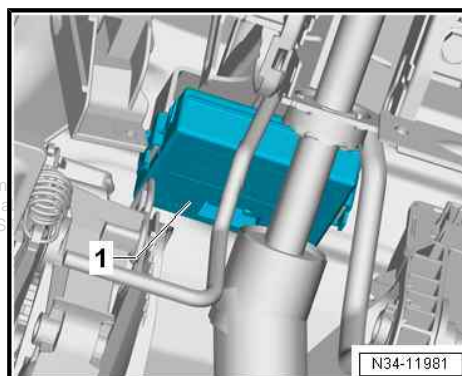
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87

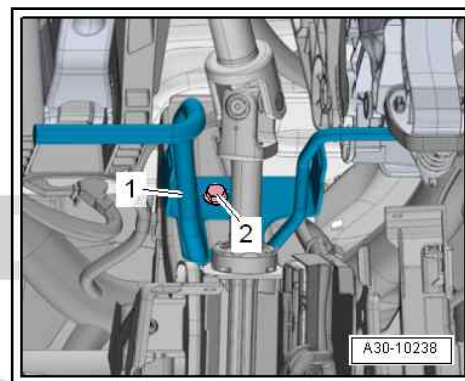


- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.

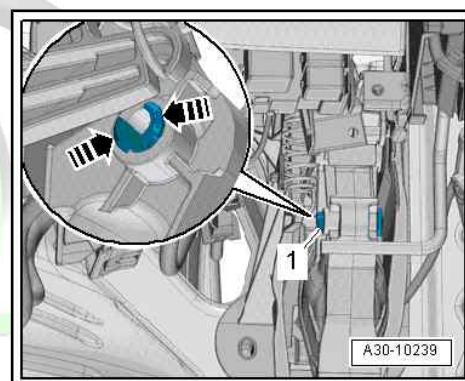


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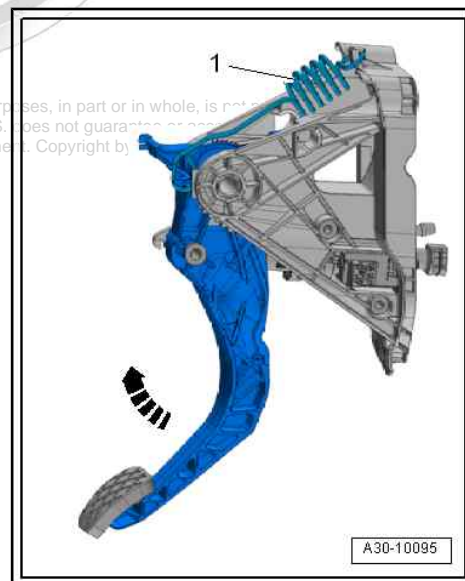
- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



- Press the catches -arrows- and detach the carrier bolt -1- of the tappet for master cylinder to the right.



- Swivel the clutch pedal in -direction of arrow-, unhook and remove over-centre helper spring -1-.



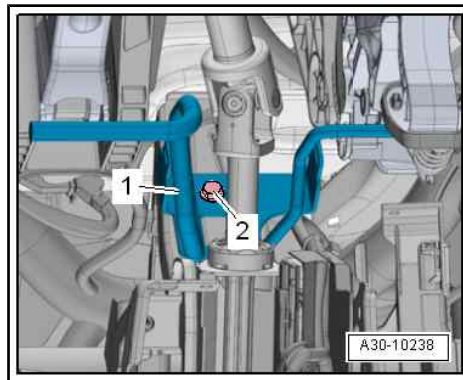
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## Install

The installation is performed in the reverse order, pay attention to the following points:

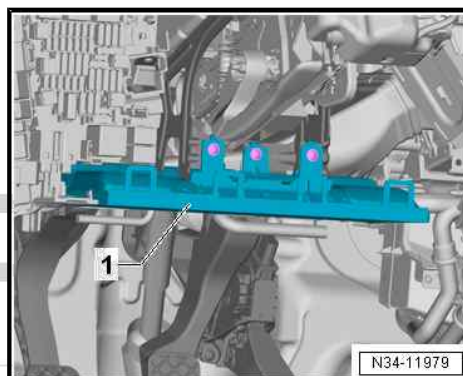
- Connect the tappet for master cylinder with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .
- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



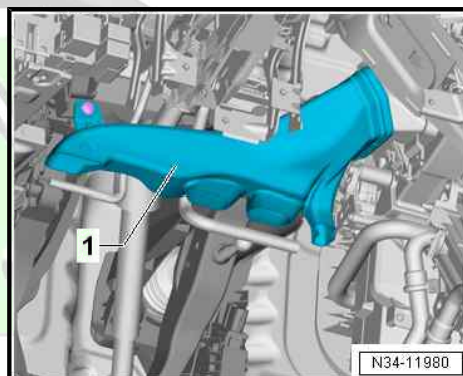
## 1.4 Removing and installing tension spring and over-centre helper spring (Octavia III)

### Removing

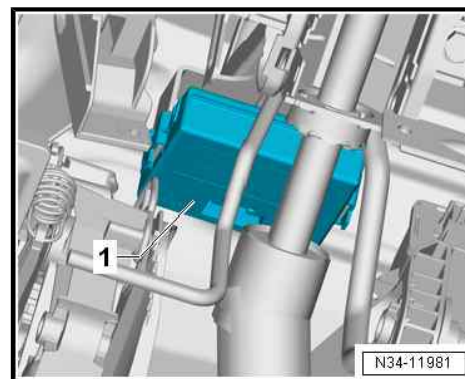
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



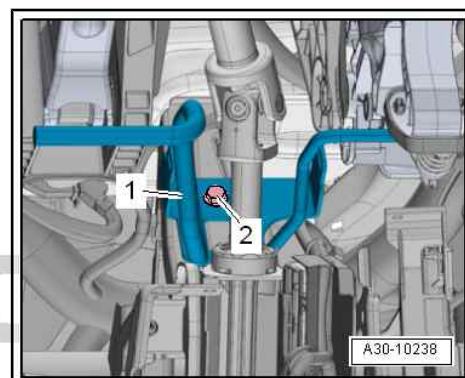
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87



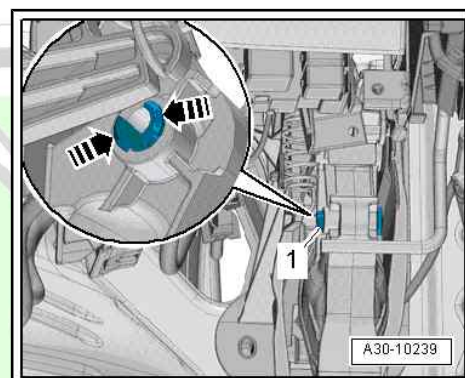
- Remove data bus diagnostic interface - J533- -1- from bracket  
⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



- Press the catches -arrows- and detach the carrier bolt -1- of the tappet for master cylinder to the right.

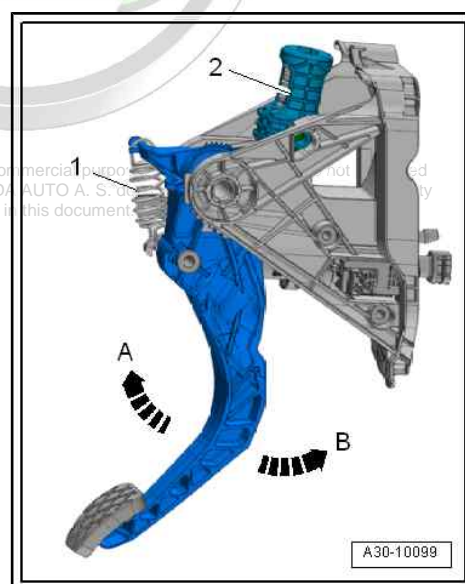


- If present, unhook the tension spring -1- and remove, while doing so pull the clutch pedal in -direction of arrow A-.
- Pull the clutch pedal in -direction of arrow A-, unhook the over-centre helper spring -2- and remove.

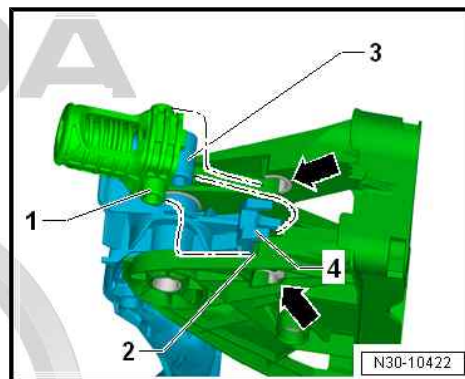
### Install

The installation is performed in the reverse order, pay attention to the following points:

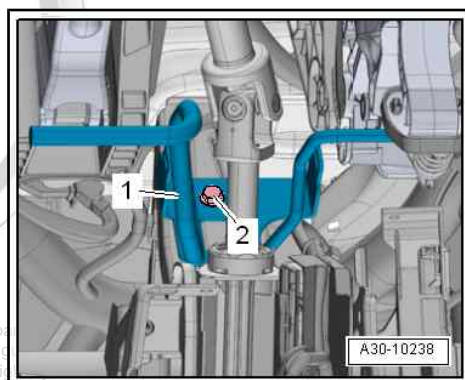
- The bearing shells -arrows- of the bolts -1- are installed.
- Pull the clutch pedal in -direction of arrow A- (⇒ previous figure) into the passenger compartment.



- Insert the bolt -1- into the mount -2- of the carrier.
- Insert the bearing -3- into the mount -4- for the clutch pedal.
- Press the clutch pedal in -direction of arrow B- (⇒ previous figure), until the over-centre helper spring engages in direction of carrier.
- Connect the tappet for master cylinder with the clutch pedal, to do so use the new carrier bolt ⇒ Electronic catalogue of original parts .



- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



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## 1.5 Removing and installing clutch pedal (Octavia II, Superb II)

### Special tools and workshop equipment required

- ◆ Pliers - T10005-
- ◆ Assembly lever - T10178-

### Removing

- Bracket for clutch pedal installed in the vehicle.
- Push the driver seat as far as possible towards the rear and position the steering wheel in the highest position.

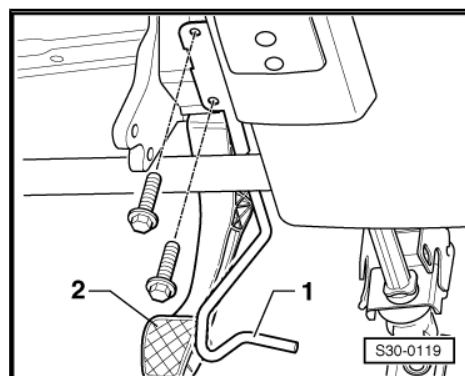
### For vehicles Octavia II

- Remove lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .
- Unscrew crash strut -1- in front of the clutch pedal -2-.

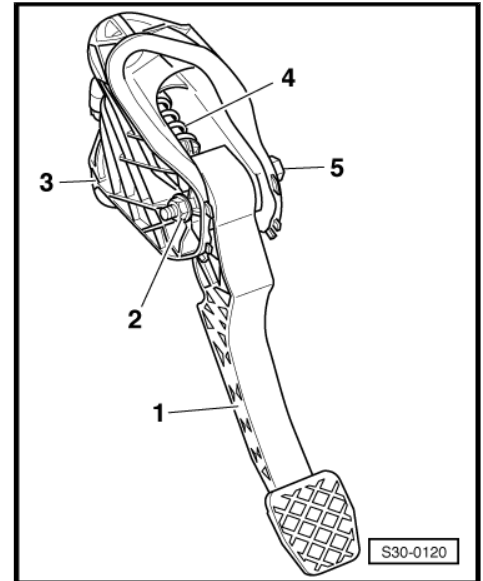
### For vehicles Superb II

- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .

### Continued for all vehicles



- Unscrew clutch pedal -1- from bracket -3-, to this end release nut -2- and pull out screw -5-.
- Swivel clutch pedal slightly forwards and remove over-centre helper spring -4- from the bracket.



ŠKODA

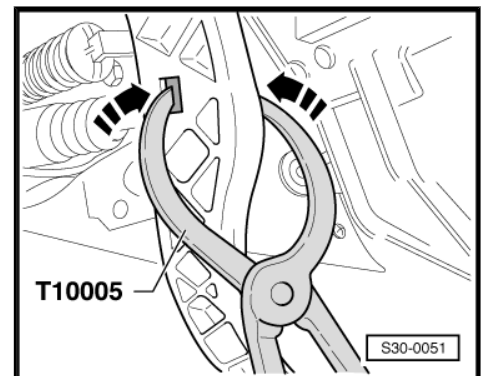
- Release support of actuating rod of master cylinder with pliers -T10005- .
- Remove clutch pedal.

#### Install

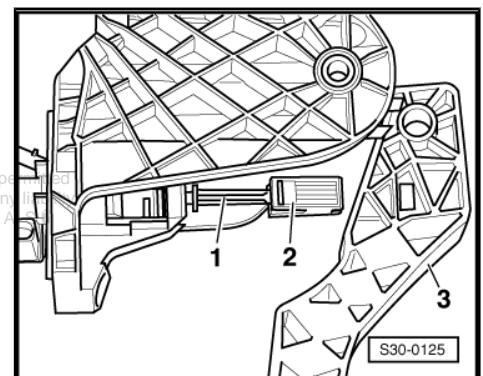
Installation is performed in the reverse order, pay attention to the following points:

#### Note

Replace self-locking nut ⇒ *Electronic Catalogue of Original Parts* .



- Attach support -2- to the actuator rod -1- of the master cylinder.
- Press support into the clutch pedal until it audibly clicks into place.

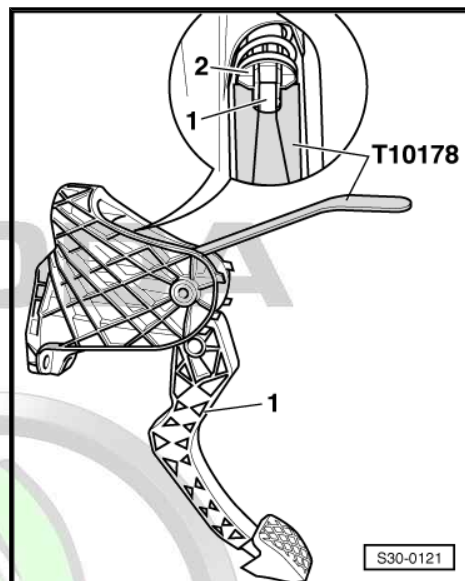


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- Insert over-centre helper spring from above into the bracket and while doing so hold the spring end in the fitting position using the release tool -T10178- .
- Insert bearing bolt of clutch pedal into the step bearing of the over-centre helper spring.
- Press on clutch pedal slightly, slide through screw and tighten self-locking nut.

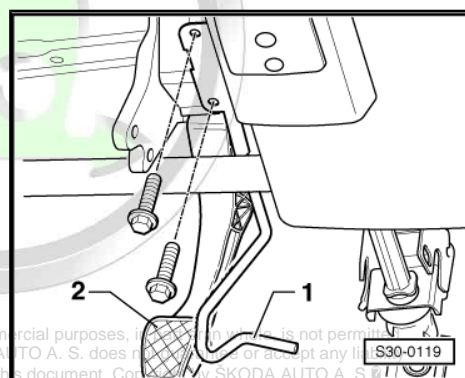
#### For vehicles Octavia II



- Screw on crash strut -1- in front of the clutch pedal -2-.
- Install lower part of the dash panel insert on the driver's side ⇒ Body Work; Rep. gr. 70 .

#### For vehicles Superb II

- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .



#### Tightening torques

Component	Nm
Clutch pedal to bearing bracket	⇒ "1.2 Summary of components - Foot controls", page 14
Crash strut to bracket/steering column	9

## 1.6 Removing and installing clutch pedal (Octavia III)

### Removing

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .

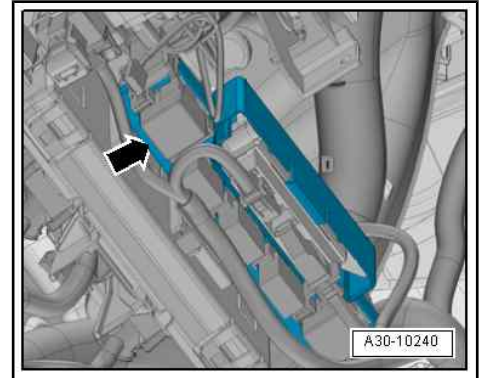
- Remove the mount -arrow- with the parking aid control unit - J446- ➔ Electrical System; Rep. gr. 94 (if installed in the area of the carrier) and push it to the side.

#### Right-hand drive with Climatronic system

- Removing right temperature flap control motor - V159- ➔ Heating, Air conditioning; Rep. gr. 87 .

#### Continued for all versions

- Removing over-centre helper spring from carrier ➔ [page 20](#) , or removing over-centre helper spring from carrier ➔ [page 24](#) .



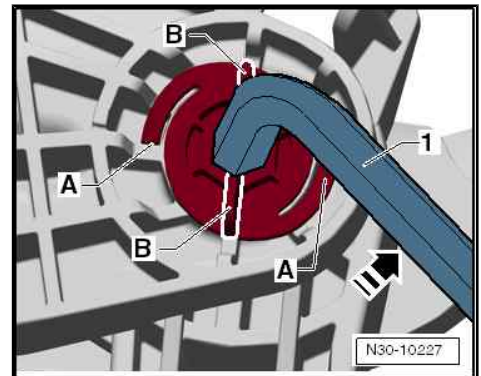
#### Remove the bearing bolt for the clutch pedal as follows:

##### -1- - Socket wrench (SW 14)

- For this purpose, turn the bearing bolt for the clutch pedal towards the left -in direction of arrow-.

#### The catches -A- are thereby destroyed.

- Then the studs -B- are positioned horizontally.
- Slightly move the clutch pedal in order to pull out the bearing bolt.

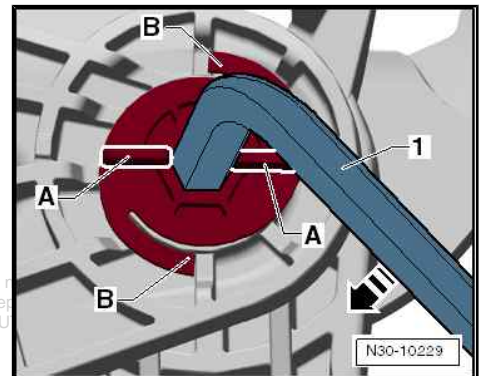


#### Install

The installation is performed in the reverse order, pay attention to the following points:

##### -1- - Socket wrench (SW 14)

- Replace bearing bolt after removal.
- Slightly press on the clutch pedal and insert a new bearing bolt ➔ Electronic catalogue of original parts .
- It is important that the studs -A- are positioned horizontally.
- Turn the bearing bolt to the right in -direction of arrow-.
- The catches -B- must click audibly into place.
- Then the studs -A- are positioned vertically.
- Installing over-centre helper spring at carrier ➔ [page 20](#) or installing over-centre helper spring at carrier ➔ [page 22](#) .



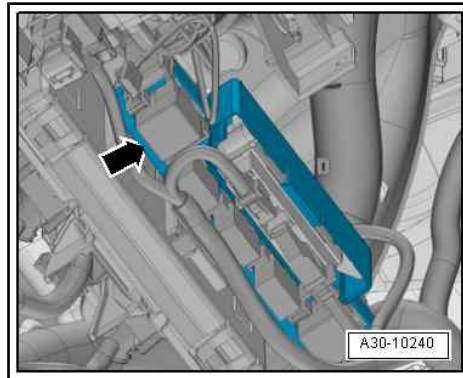
#### Right-hand drive with Climatronic system

- Installing right temperature flap control motor - V159- ➔ Heating, Air conditioning; Rep. gr. 87 .

#### Continued for all versions



- If present, install the mount -arrow- with the parking aid control unit - J446- ⇒ Electrical System; Rep. gr. 94 .
- Connect battery ⇒ Electrical System; Rep. gr. 27 .



## 1.7 Removing and installing bearing bracket (Octavia II)

### Special tools and workshop equipment required

- ♦ Hose clamp - MP7-602 (3094)-

### Removing



#### Note

*If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

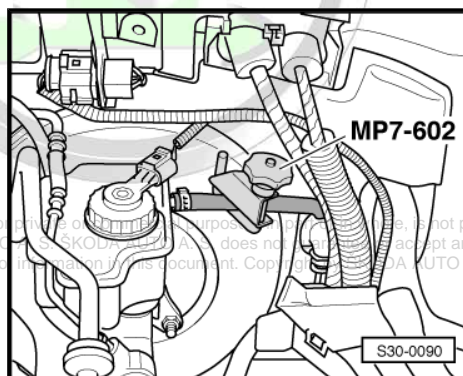
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



#### Note

*When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.*

- Pinch off return hose to master cylinder with hose clamp - MP7-602 (3094)- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



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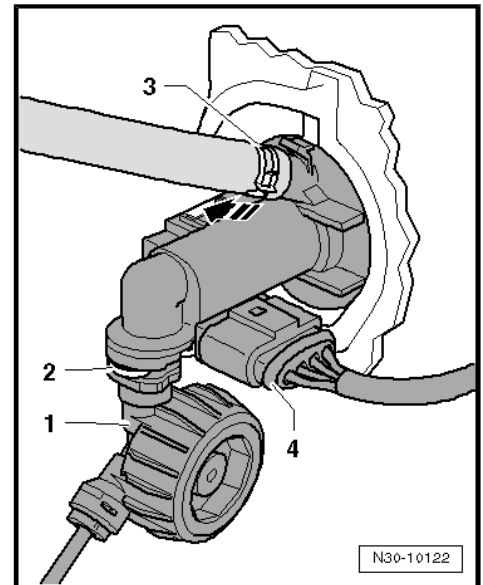


- Detach inlet hose -3- at master cylinder (detach plastic return hose -3- at master cylinder and close in a suitable manner).
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.

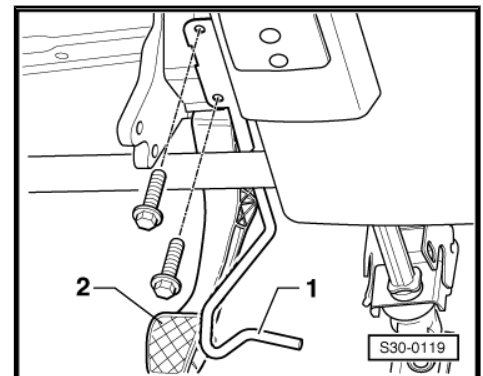
**i Note**

*When working in the footwell, protect the floor carpet with cloths from escaping brake fluid.*

- Remove lower part of the dash panel insert on the driver's side  
⇒ Body Work; Rep. gr. 70 .



- Unscrew crash strut -1- in front of the clutch pedal -2-.



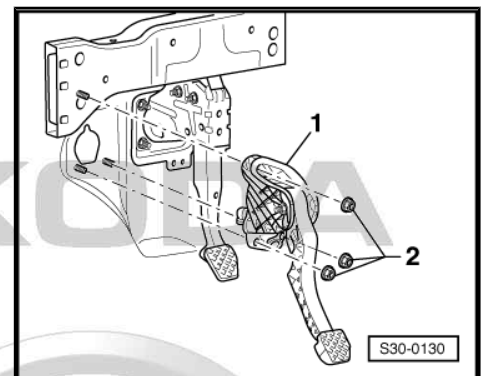
- Unscrew the nuts -2-.
- Remove bracket -1-.

**Install**

Installation is performed in the reverse order, pay attention to the following points:

**i Note**

- ◆ Replace gasket rings ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Secure all hose connections with hose clamps which comply with the series design ⇒ *Electronic Catalogue of Original Parts* .



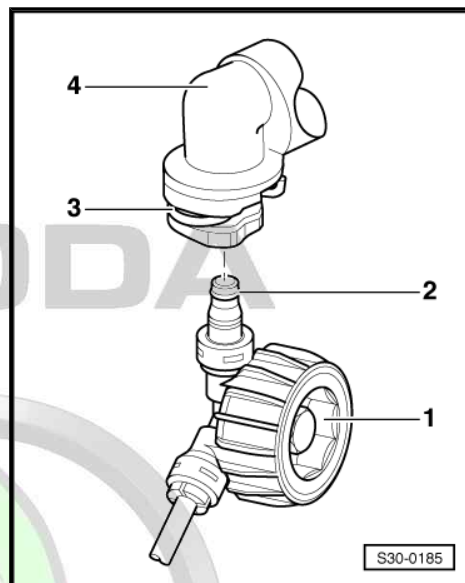
- Press in tube-hose line -1- with new gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- For testing pull on the tube-hose line.
- Bleed the clutch control  
⇒ [“1.22 Bleeding the clutch control \(Octavia II, Superb II\)”, page 59](#).
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27.
- Install air filter ⇒ Engine; Rep. gr. 24.



#### Note

*If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.*

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27.



#### Tightening torque

Component	Nm
Bearing bracket	⇒ <a href="#">“1.2 Summary of components - Foot controls”, page 14</a>
Crash strut to bracket/steering column	9

## 1.8 Removing and installing bearing bracket for clutch pedal (Octavia III)

### Special tools and workshop equipment required

- ♦ Hose clamp - MP7-602 (3094)-
- ♦ Closing tool - T10249-

#### Removing

- Completely remove the air filter housing when it prevents access to the lines for actuating the coupling ⇒ Engine; Rep. gr. 24.
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27.

#### Left-hand drive

- Remove battery ⇒ Electrical System; Rep. gr. 27.

## Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1...4-.

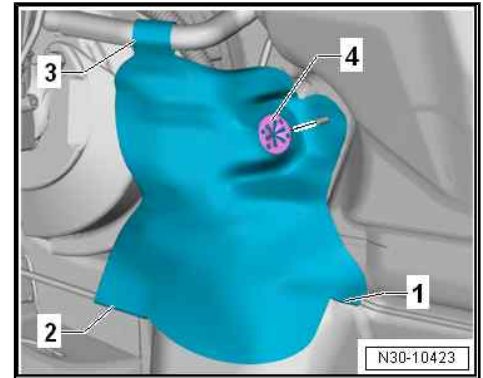
Continued for all versions



### Caution

*There is a danger that the brake fluid may drip out.*

- ◆ *During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.*
- ◆ *Lay a lint-free cloth under master cylinder.*

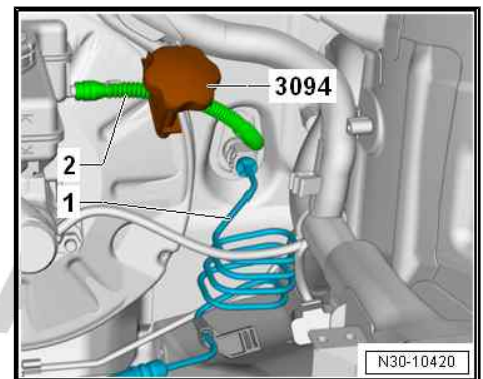


- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .

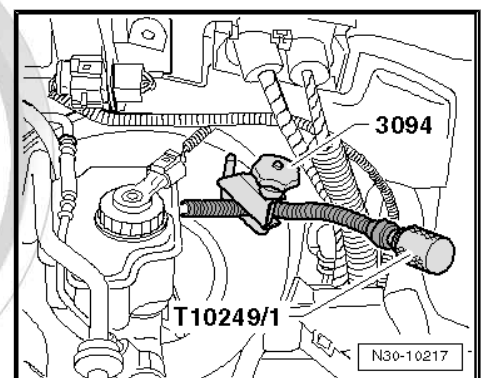


### Note

- ◆ *If the return hose with hose clamp - MP7-602- is disconnected, it will forever be deformed.*
- ◆ *However the return hose is not defective.*
- ◆ *After removing the hose clamp - MP7-602- , it may be necessary to bring the return hose back into its initial position.*



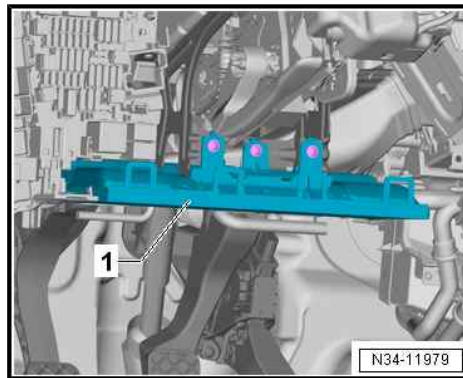
- Pull out the clip -3- at the tube-hose line up to the stop and detach the tube-hose line.
- Close the openings.
- Detach the tube-hose line -2- from the master cylinder and close with the sealing tool - T10249/1- .
- Push the driver seat as far as possible towards the rear.
- Push steering wheel as far as possible towards the top, while doing so use the entire adjustment range of the steering column.



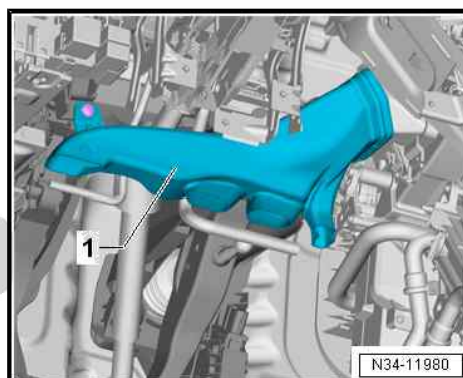
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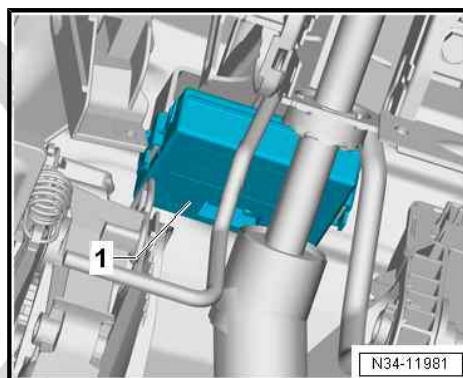
- If present, remove the knee airbag -1- on the driver's side ⇒ Body Work; Rep. gr. 69 .



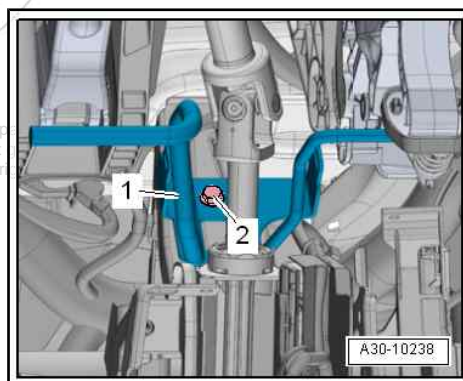
- Remove the footwell vent -1- on the driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87



- Remove data bus diagnostic interface - J533- -1- from bracket ⇒ Electrical System; Rep. gr. 97 and push it to the side.



- Unscrew screw -2-, unhook crash strut -1- and push it to the side.



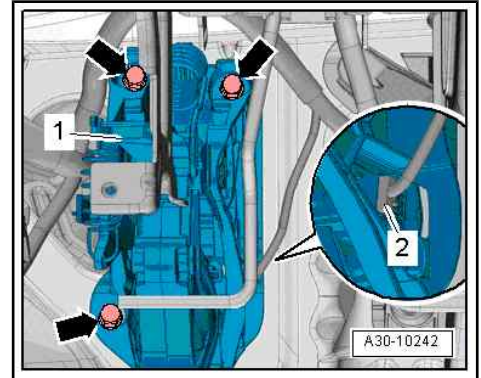
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## Note

*When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.*

- Disconnect the plug connection -2- at the clutch position sender - G476- .
- Unscrew nuts -arrows- and remove carrier -1-.



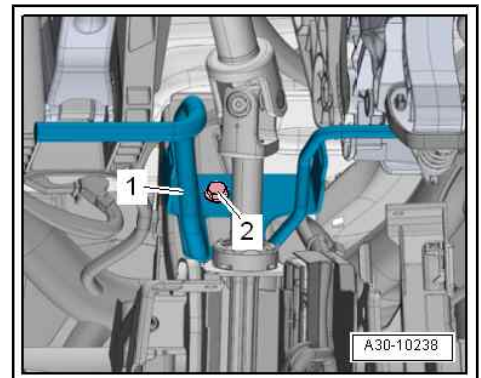
## Install

The installation is performed in the reverse order, pay attention to the following points:

## Note

*Replace self-locking nuts each time they are removed.*

- Insert crash strut -1- and tighten screw -2- ⇒ Body Work; Rep. gr. 70 .
- Install data bus diagnostic interface - J533- ⇒ Electrical System; Rep. gr. 97 .
- Install footwell vent driver's side ⇒ Heating, Air Conditioning; Rep. gr. 87 .
- Install knee airbag driver's side, in case it was removed ⇒ Body Work; Rep. gr. 69 .
- Connect tube-hose line -1- with connector ⇒ [page 49](#) .
- Fit return hose -2- on master cylinder.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.



## Right-hand drive

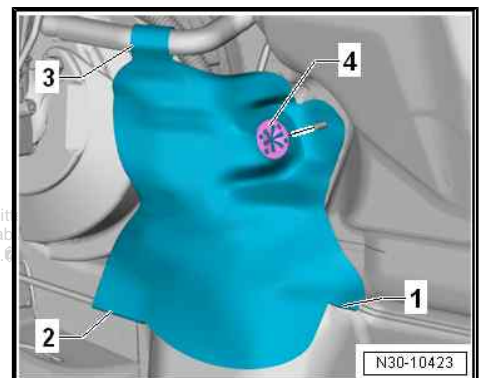
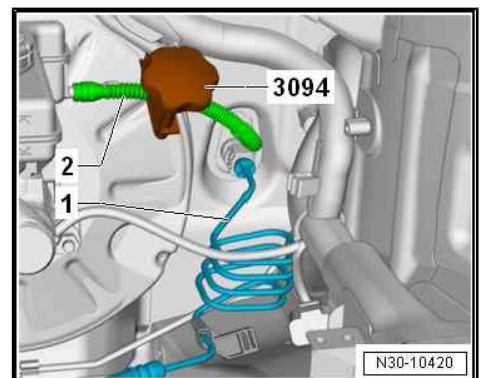
- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

## Continued for all versions

- Bleed the clutch control ⇒ [“1.23 Bleeding the clutch control \(Octavia III\)”, page 60](#) .
- Install battery ⇒ Electrical System; Rep. gr. 27 .

## Tightening torques

- ◆ Bearing bracket for clutch pedal on front wall  
⇒ [“1.2 Summary of components - Foot controls”, page 14](#) .





## 1.9 Removing and installing bearing bracket (Superb II)

### Special tools and workshop equipment required

- ◆ Pliers - T10005-

### Removing



#### Note

*If the battery earth strap is disconnected and connected, carry out a few additional operations ⇒ Electrical System; Rep. gr. 27 .*

- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .



#### Note

*When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.*

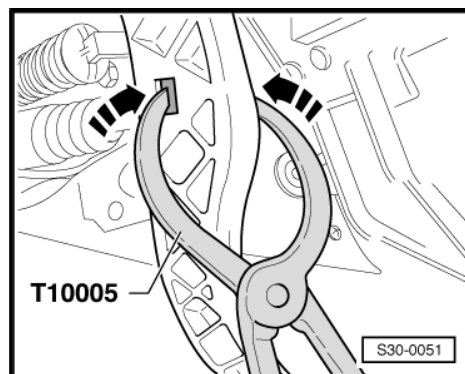
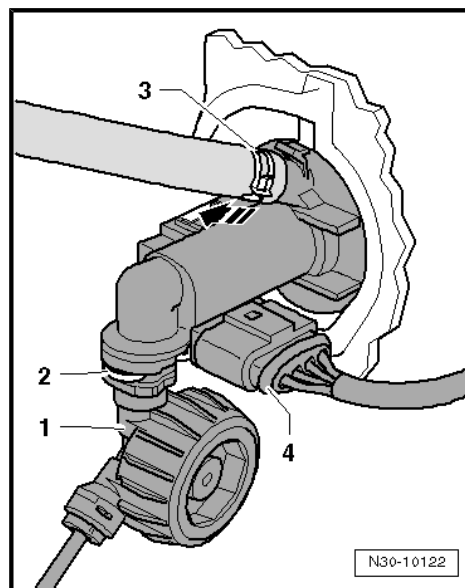
- Remove the plastic return hose -3- at master cylinder and close with a suitable tool (do not use hose clamp - MP7-602- , otherwise the return hose -3- can get damaged).
- Unlock locking clip -2- with a screwdriver and detach tube-hose line and/or plastic line -1- at master cylinder.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove with attached connector -4-.



#### Note

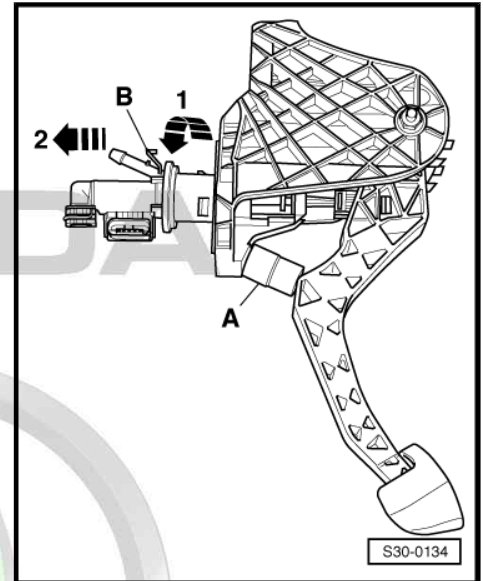
*When working in the footwell, protect the floor carpet with cloths from escaping brake fluid.*

- Remove the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .
- Removing the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- If present, remove the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Release support of actuating rod of master cylinder with the pliers - T10005- .





- Release locking pin -B- and pull master cylinder out of bearing bracket -arrow 1- and -arrow 2-.



- Unscrew nuts -2-.
- Remove bracket -1-.

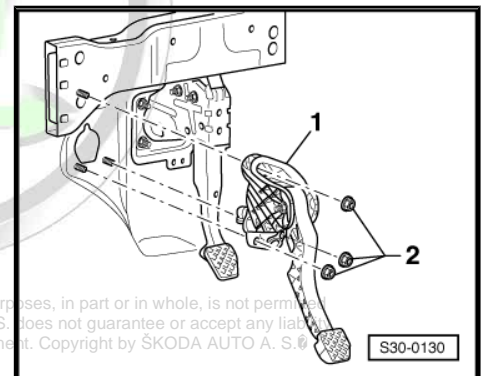
#### Install

Installation is performed in the reverse order, pay attention to the following points:



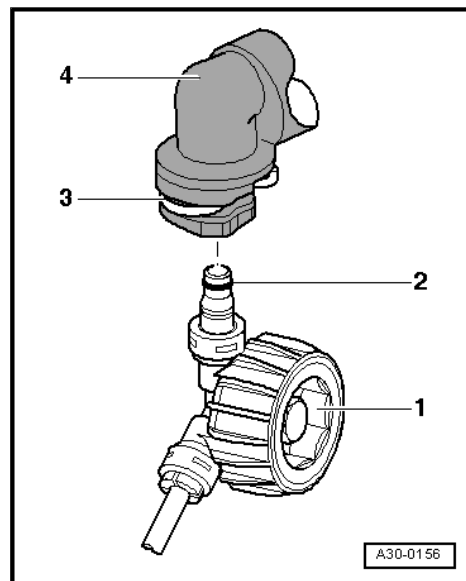
#### Note

- ◆ *Replace self-locking nuts.*
- ◆ *Replace damaged gasket rings.*

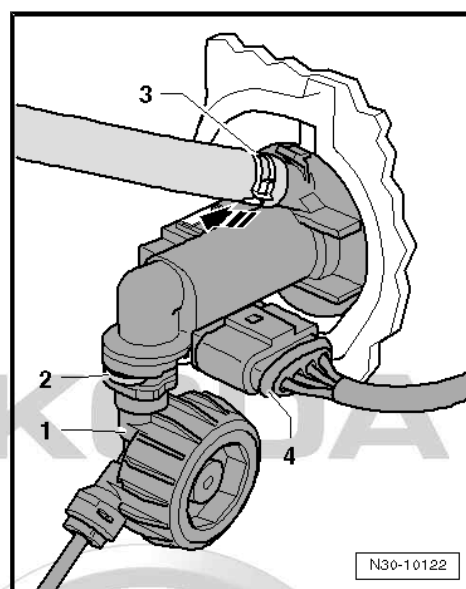


- If present, install the crash strut or the knee airbag ⇒ Body work; Rep. gr. 69 .
- Install the footwell vent ⇒ Heating and Air Conditioning; Rep. gr. 87 .
- Install the storage area on the driver's side and the bottom plastic covering for the steering wheel ⇒ Body Work; Rep. gr. 70 .

- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- Check that it locks in place correctly by pulling on the line -1-.



- Connect the plastic return hose -3- at the master cylinder and connect the clutch position sender - G476- -4- at the master cylinder.
- Bleed the clutch control  
⇒ ["1.22 Bleeding the clutch control \(Octavia II, Superb II\)", page 59](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .



#### Tightening torque

Component	Nm
Mounting bracket on the body	⇒ Item 15 (page 20)

## 1.10 Removing and installing master cylinder (Octavia II, Superb II)

### Special tools and workshop equipment required

- ◆ Pliers - T10005-

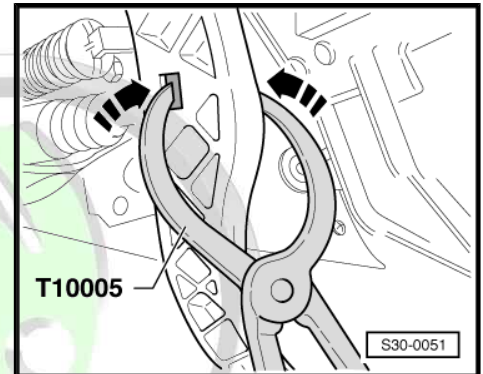
### Removing

- Removing bearing bracket:

- ◆ Octavia II  
⇒ ["1.7 Removing and installing bearing bracket \(Octavia II\)", page 30](#) .

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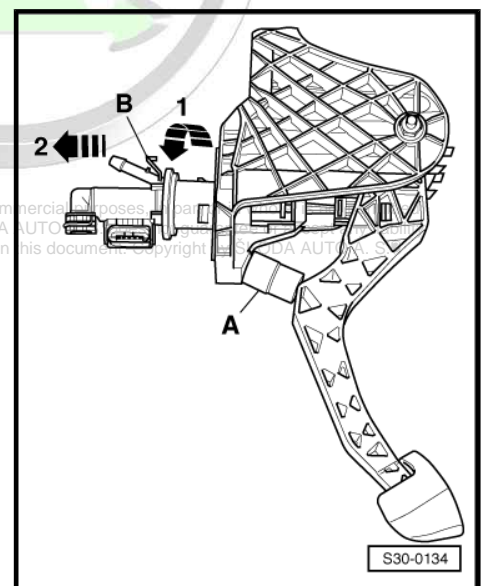
- ◆ Superb II  
⇒ ["1.9 Removing and installing bearing bracket \(Superb II\)", page 36](#) .
- Release support of actuating rod of master cylinder with the pliers - T10005- .



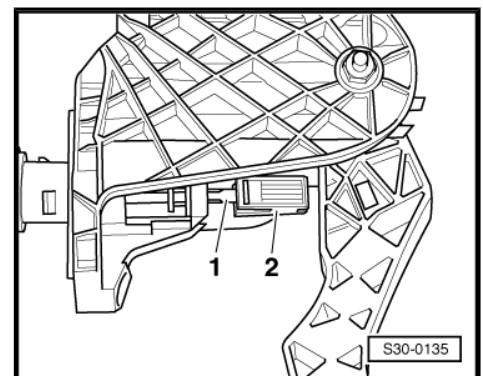
- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.
- ◆ Length of spacer = approx. 40 mm
- Release locking pin -B- and pull master cylinder out of bearing bracket -arrow 1- and -arrow 2-.

#### Install

- Move clutch pedal up to the stop into home position.

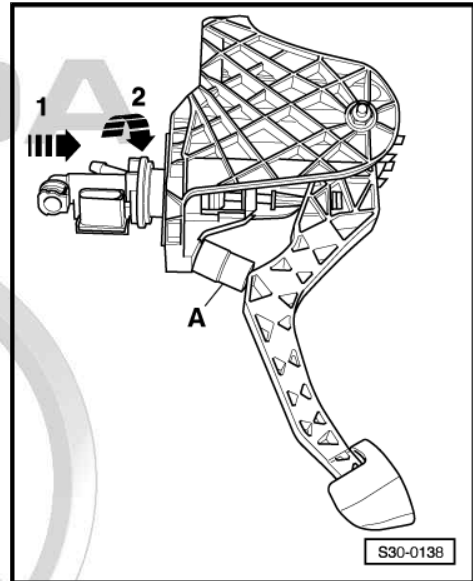


- Attach support -2- to the actuator rod -1- of the master cylinder.





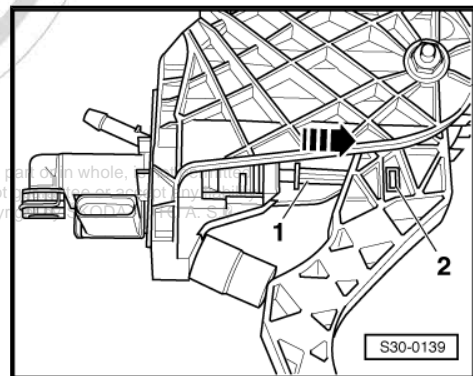
- Place a spacer -A- between clutch pedal and stop and press clutch pedal forwards.
- ◆ Length of spacer = approx. 40 mm
- Lock master cylinder at bracket -arrow 1- and -arrow 2-.



- Press actuating rod -1- of master cylinder into direction of arrow, until the support -2- locks audibly into the clutch pedal.
- Installing bearing bracket:

- ◆ Octavia II  
⇒ ["1.7 Removing and installing bearing bracket \(Octavia II\)"](#),  
[page 30](#) .

- ◆ Superb II  
⇒ ["1.9 Removing and installing bearing bracket \(Superb II\)"](#),  
[page 36](#) .



## 1.11 Removing and installing master cylinder (Octavia III)

### Removing



#### Note

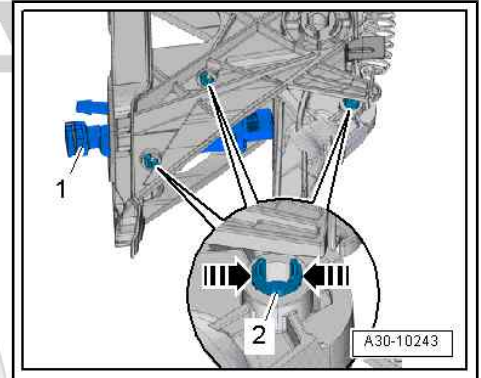
- ◆ *Before the master cylinder is replaced due to a fault, first of all carry out the test in the [Targeted fault finding](#) ⇒ Vehicle diagnostic tester.*
- ◆ *When working in the footwell, protect the underbody cover with cloths from escaping brake fluid.*
- Remove bearing bracket for clutch pedal  
⇒ ["1.8 Removing and installing bearing bracket for clutch pedal \(Octavia III\)"](#), [page 32](#) .
- Remove clutch position sender - G476-  
⇒ ["1.14 Removing and installing clutch position sender G476 \(Octavia III\)"](#), [page 44](#) .

- Unlock catches -arrows- and push out carrier bolt -2-.
- Remove master cylinder -1-.

#### Install

The installation is performed in the reverse order, pay attention to the following points:

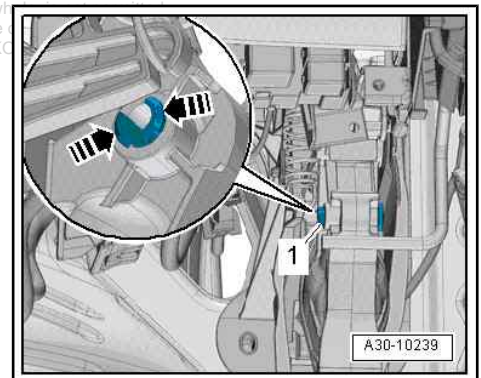
- After removing, replace carrier bolt ⇒ Electronic Catalogue of Original Parts .
- Install bearing bracket for clutch pedal  
⇒ ["1.8 Removing and installing bearing bracket for clutch pedal \(Octavia III\)", page 32](#) .
- Install clutch position sender - G476-  
⇒ ["1.14 Removing and installing clutch position sender G476 \(Octavia III\)", page 44](#) .



## 1.12 Removing and installing bearing bush (Octavia III)

### Removing

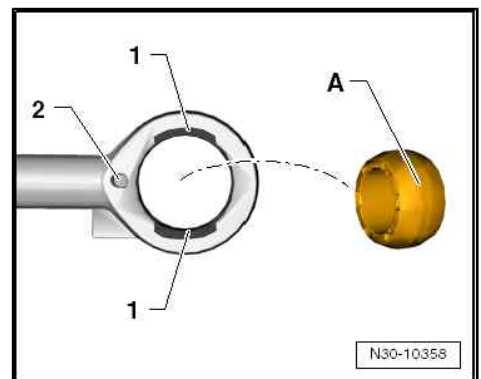
- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- Press the catches -arrows- and detach the studs -1- to the right.



- Turn the tappet for the master cylinder so that the recesses -1- or the studs -2- are visible.

The recesses -1- and the studs -2- are facing the same direction.

- Remove bearing bush -A- from recesses -1-.

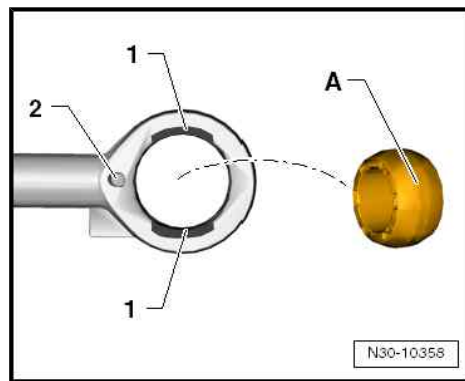


## Install

- Turn the tappet for the master cylinder so that the recesses -1- or the studs -2- are visible.

The recesses -1- and the studs -2- are facing the same direction.

- Fit the bearing bush -A- into the recesses -1- and turn it in the tappet lug until flush.
- Connect the tappet for master cylinder with the clutch pedal, to do so use the new carrier bolt ➔ Electronic catalogue of original parts .
- Connect battery ➔ Electrical System; Rep. gr. 27 .



## 1.13 Removing and installing clutch position sender -G476- (Octavia II, Superb II)

### Special tools and workshop equipment required

- ♦ Hose clamp - MP7-602 (3094)-

### Removing



#### Note

*If the battery earth strap is disconnected and connected, carry out additional operations ➔ Electrical System; Rep. gr. 27 .*

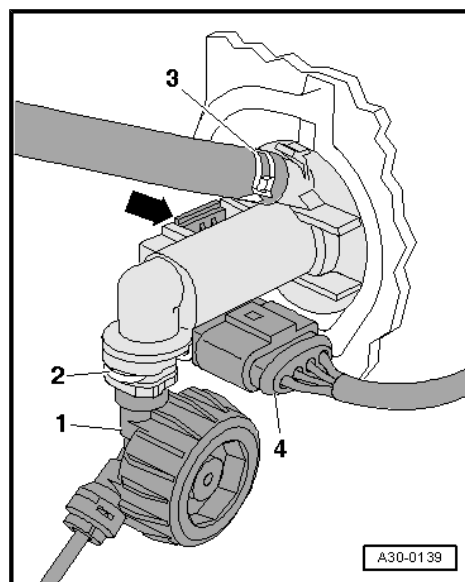
- Disconnect the battery-earth strap with the ignition off ➔ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ➔ Engine; Rep. gr. 24
- Remove battery, battery cover and battery tray ➔ Electrical System; Rep. gr. 27 .

If the round piece of the tube-hoseline -1- is directly installed underneath the master cylinder, this line must be removed.



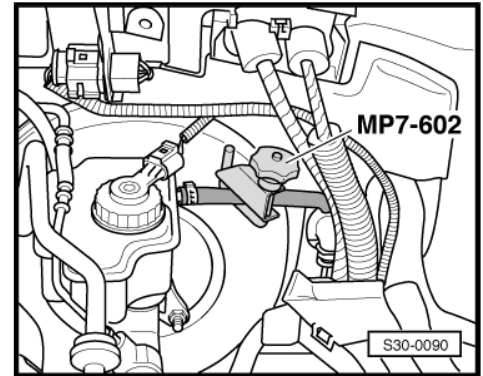
#### Note

*When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox. If this is the case, these points must be cleaned thoroughly.*





- Pinch off return hose to master cylinder with hose clamp - MP7-602- (if the return hose is made out of plastic, do not use the hose clamp - MP7-602- , otherwise the return hose can get damaged).



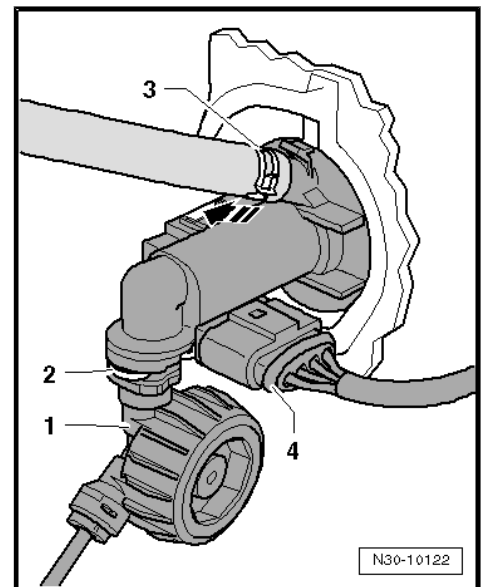
- Detach inlet hose -3- at master cylinder (detach plastic return hose -3- at master cylinder and close in a suitable manner).
- Unlock locking clip -2- with a screwdriver and detach tube-hose line -1- at master cylinder.
- Disconnect plug connection -4-.
- Clip off clutch position sender - G476- at master cylinder -arrow- and remove.-4-.

#### Install

Installation is performed in the reverse order, pay attention to the following points:

#### Note

- ◆ Replace gasket rings ⇒ *Electronic Catalogue of Original Parts* .
- ◆ Secure all hose connections with hose clamps which comply with the series design ⇒ *Electronic Catalogue of Original Parts* .



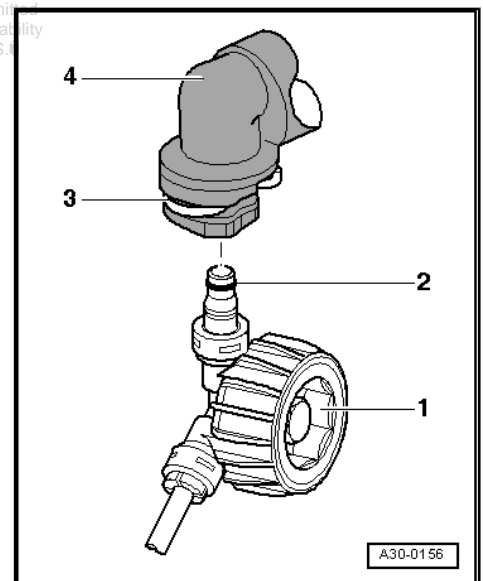
If the tube-hose line was removed:

- Fit tube-hose line and/or plastic line -1- with gasket ring -2- onto the connection of the master cylinder -4-, until the locking clip -3- is heard to click into position.
- After installing the tube-hose line, pull on this line for checking.
- Bleed the clutch control  
⇒ ["1.22 Bleeding the clutch control \(Octavia II, Superb II\)", page 59](#) .
- Install the battery tray and battery ⇒ *Electrical System; Rep. gr. 27* .
- Install air filter ⇒ *Engine; Rep. gr. 24* .

#### Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27* .

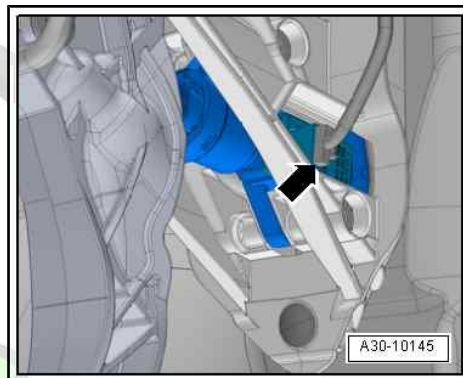
- Connect earth strap of battery ⇒ *Electrical System; Rep. gr. 27* .



## 1.14 Removing and installing clutch position sender - G476- (Octavia III)

### Removing

- Push the driver seat as far as possible towards the rear.
- Disconnect the plug connection -arrow- at the clutch position sender - G476- .

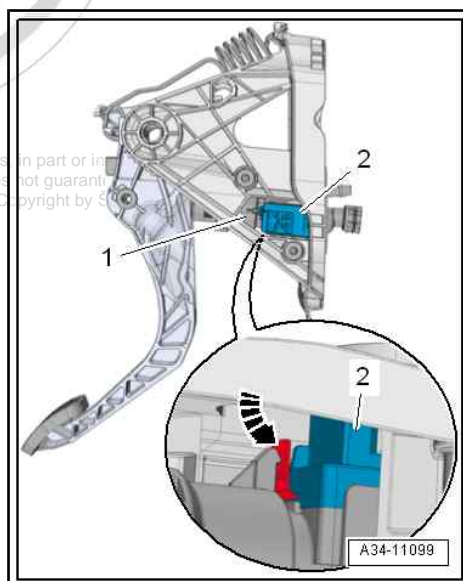


- Unlock catch -arrow- of clutch position sender - G476- -2- at master cylinder -1- and remove.

### Install

The installation is performed in the reverse order, pay attention to the following points:

- The catch -arrow- at the clutch position sender - G476- must not be damaged.
- The clutch position sender - G476- must click audibly into place.



## 1.15 Summary of components - Hydraulics (Octavia II, Superb II)

### 1 - Brake fluid reservoir

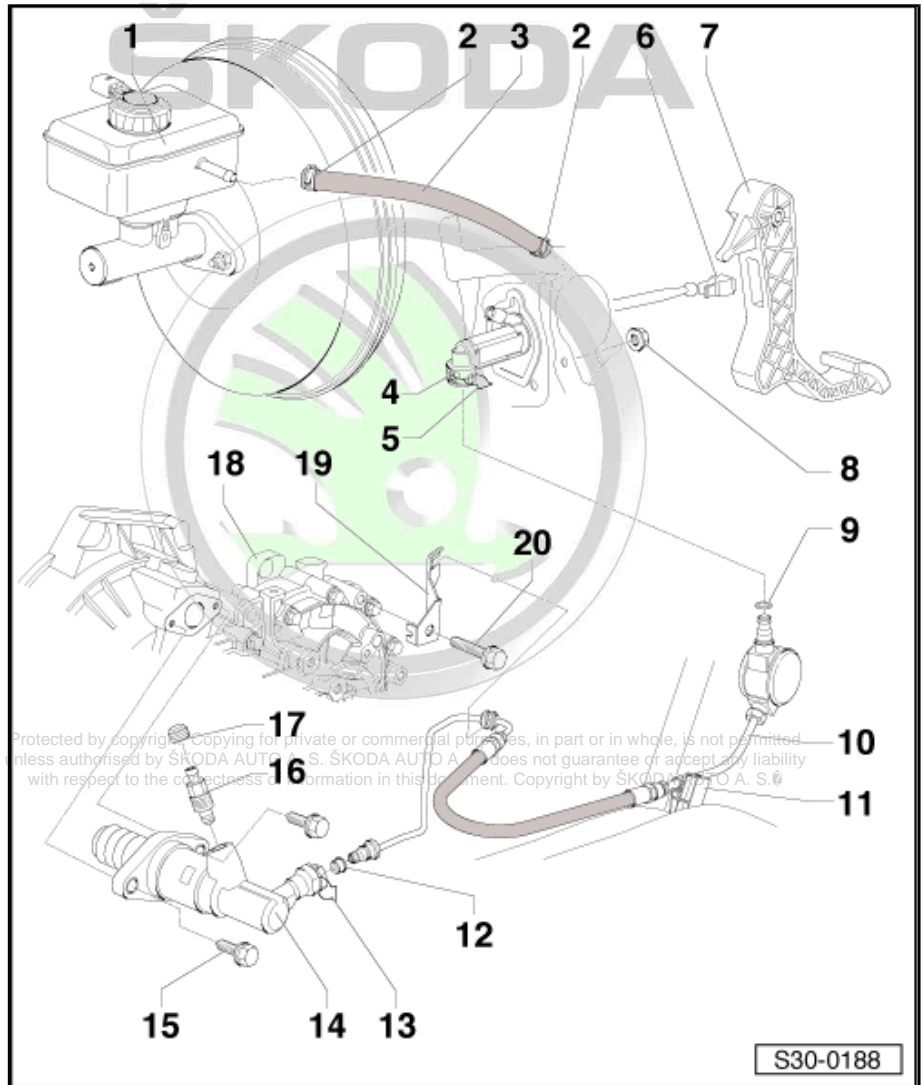
- ☐ check for tightness Octavia II  
⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
- ☐ check for tightness Superb II  
⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)

### 2 - Spring clamp

- ☐ is not installed on all vehicles

### 3 - Supply hose

- ☐ from brake fluid reservoir
- ☐ out of rubber
- ☐ as of 12.05 on certain vehicles out of plastic  
⇒ [page 47](#)
- ☐ if the intake hose is made out of plastic, do not use hose clamp - MP7-602-
- ☐ check for tightness Octavia II  
⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
- ☐ check for tightness Superb II  
⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)



### 4 - Master cylinder

- ☐ Removing and installing  
⇒ [“1.10 Removing and installing master cylinder \(Octavia II, Superb II\)”, page 38](#)
- ☐ Test for leak-tightness:
- ◆ Octavia II ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
- ◆ Superb II ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)



## 5 - Locking clip

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

## 6 - Bearings

- ☐ for actuating rod of master cylinder

## 7 - Clutch pedal

- ☐ Removing and installing ⇒ [“1.5 Removing and installing clutch pedal \(Octavia II, Superb II\)”, page 26](#)

## 8 - Nut

- ☐ for bearing bracket on body
- ☐ 20 Nm
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 9 - O-ring

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
  - ☐ pull onto line connection
  - ☐ moisten with brake fluid to install
  - ☐ do not interchange, O-ring (Pos. 9) and gasket ring (Pos. 12) are different ⇒ [page 47](#)
  - ☐ Testing tightness:
- ♦ Octavia II ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
  - ♦ Superb II ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)

## 10 - Tube-hose line

- ☐ assign according to the ⇒ Electronic catalogue of original parts .
  - ☐ Remove battery and battery tray for removing ⇒ Electrical System; Rep. gr. 27
  - ☐ Testing tightness:
- ♦ Octavia II ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
  - ♦ Superb II ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)

## 11 - Support

- ☐ Mounted at the structure

## 12 - Sealing ring

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
  - ☐ pull onto line connection
  - ☐ moisten with brake fluid to install
  - ☐ do not interchange, O-ring (Pos. 9) and gasket ring (Pos. 12) are different ⇒ [page 47](#)
  - ☐ Testing tightness:
- ♦ Octavia II ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
  - ♦ Superb II ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)

## 13 - Locking clip

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

## 14 - Slave cylinder

- ☐ Removing and installing  
⇒ [“1.19 Removing and installing slave cylinder \(Octavia II, Superb II\)”, page 52](#)
  - ☐ Test for leak-tightness:
- ♦ Octavia II ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”, page 50](#)
  - ♦ Superb II ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”, page 51](#)

#### 15 - Screw

- 20 Nm

#### 16 - Vent valve

- Bleeding the clutch control ➔ [“1.22 Bleeding the clutch control \(Octavia II, Superb II\)”, page 59](#)

#### 17 - Rubber bowl

#### 18 - Gearbox

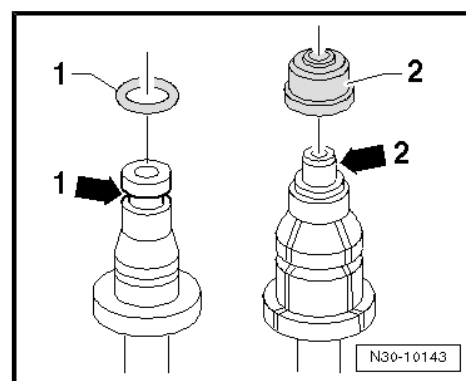
#### 19 - Support

#### 20 - Screw

- 20 Nm

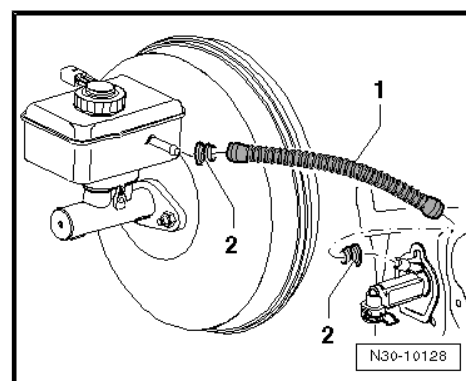
#### Gasket rings for tube-hose line

- ◆ -1- Line connection with circular slot -arrow 1-
- ◆ -2- Line connection with collar -arrow 2-



#### Return hose -1- made out of plastic, (vehicles Octavia II as of 12.05)

- ◆ Gaskets -2- must be present on the return hose.
- ◆ Do not use hose clamp - MP7-602-



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## 1.16 Summary of components - Hydraulics (Octavia III)

### 1 - Hexagon bolt

- ☐ Tightening torque  
⇒ ["2 Repairing clutch control", page 62](#)

### 2 - Vent valve

- ☐ 4.5 Nm
- ☐ Bleeding the clutch control  
⇒ ["1.23 Bleeding the clutch control \(Octavia III\)", page 60](#)

### 3 - Rubber bowl

### 4 - Supply hose

### 5 - Brake fluid reservoir

### 6 - Gasket

- ☐ must be located on the return hose

### 7 - Master cylinder

- ☐ Removing and installing  
⇒ ["1.11 Removing and installing master cylinder \(Octavia III\)", page 40](#)

### 8 - Clamp

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop

### 9 - Gasket ring/O-ring

- ☐ replace if damaged
- ☐ fit onto the line connection
- ☐ insert with brake fluid
- ☐ Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 49](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

### 10 - Support

- ☐ for tube-hose line

### 11 - Tube-hose line

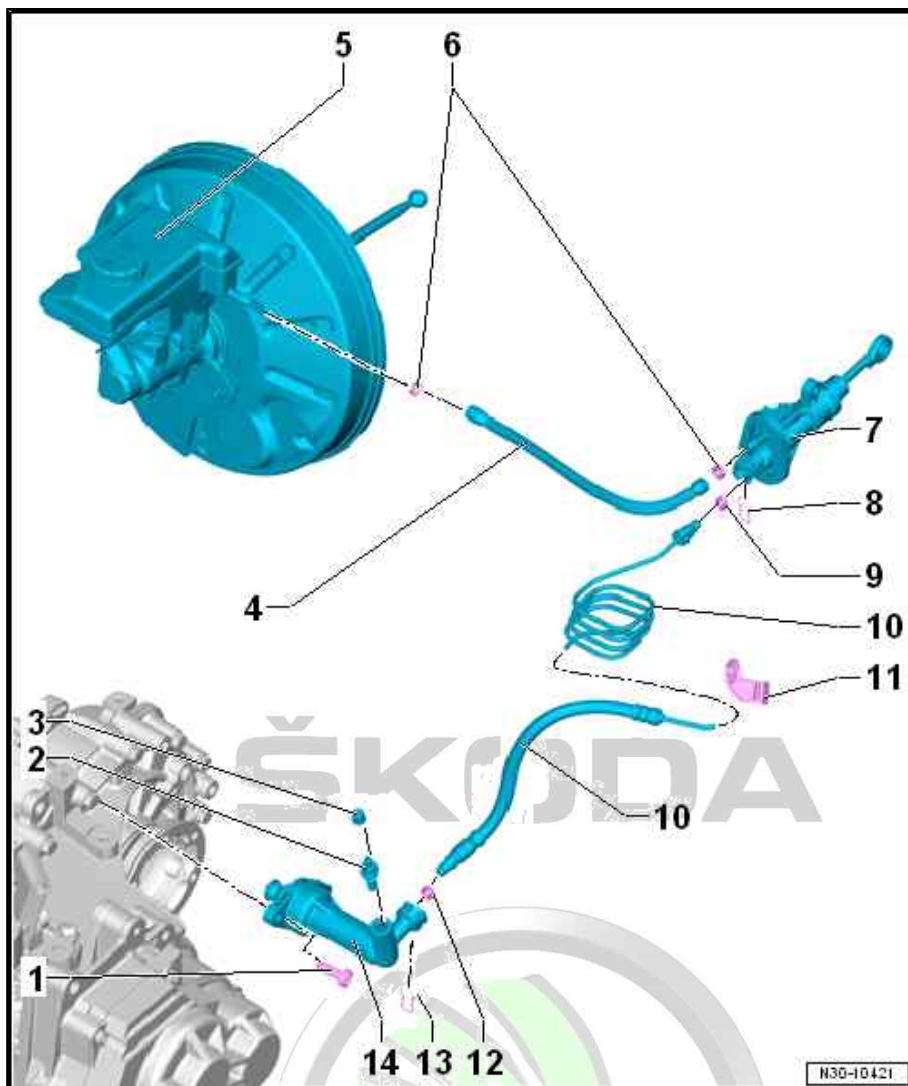
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing  
⇒ ["1.21 Removing and installing cables for clutch control \(Octavia III\)", page 58](#)

### 12 - Gasket ring/O-ring

- ☐ replace if damaged
- ☐ fit onto the line connection
- ☐ insert with brake fluid
- ☐ Gasket rings/O-rings are adapted to the version of the line connection ⇒ [page 49](#)
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

### 13 - Clamp

- ☐ to remove and install the tube-hose line pull out retaining clip up to the stop



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## 14 - Slave cylinder

- ❑ Removing and installing ⇒ [“1.20 Removing and installing master cylinder \(Octavia III\)”, page 56](#)

Disconnect the cables for the clutch control and connect

### Separate

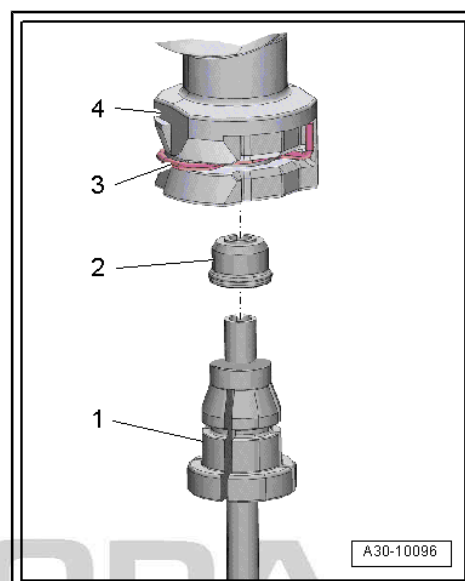
- Unlock the clip -3- with a screwdriver and disconnect the tube-hose line -1- from the connection -4-.

### Connect



#### Note

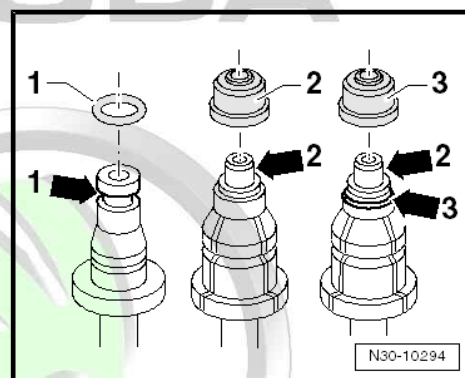
- ◆ An O-ring can also be installed instead of the gasket ring -2- ⇒ [page 49](#).
- ◆ Replace damaged gasket ring -2-.
- Push in the tube-hose line -1- at the connection -4- until the clip -3- locks audibly into place.
- For testing pull on the tube-hose line.



### Gasket rings/O-rings for tube-hose lines and/or pipes

Pos.	Version of line connection
1	Line connection with round slot -arrow 1-
2	Line connection with shoulder -arrow 2-
3	Line connection with shoulder -arrow 2- and with round slot -arrow 3-

- In case of a line connection with round slot -arrow 1- and -arrow 3-, a gasket ring/O-ring must be inserted.



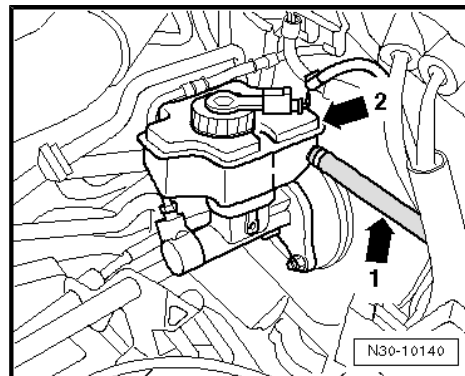


## 1.17 Checking hydraulic clutch control (Octavia II, Octavia III)



### Note

- ◆ If the master cylinder and/or slave cylinder must be replaced due to the predetermined fault, first of all check the hydraulic clutch control.
- ◆ If the slave cylinder with the connected tube-hose line is removed from the gearbox, do no longer depress the clutch pedal. Otherwise, the piston can be pressed out of the slave cylinder and thus be destroyed.
- ◆ The clutch hydraulic is connected to one of the chambers -arrow 2- of the brake fluid reservoir by the return hose -arrow 1-.
- ◆ If there is no or little brake fluid in this chamber, there is a leak in the system.
- ◆ Symptoms of an external leak are, amongst others, traces of brake fluid on or below the gearbox, as well as on the noise insulation under the gearbox.
- ◆ In case of leakage, the corresponding component must be replaced ⇒ *Electronic Catalogue of Original Parts*.
- ◆ Check the correct routing of the tube-hose line between the master and slave cylinder. The line must not be kinked or trapped.
- ◆ The brake pedal return must not be obstructed by moved or additional covers (floor coverings).

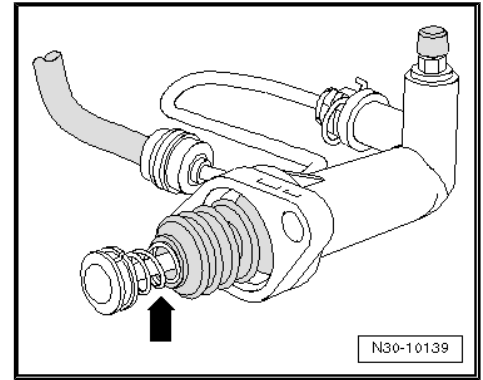


### Inspect the complete hydraulic system for leaks.

- Carry out a visual inspection of the following components of the hydraulic clutch control for leaks:
  - ◆ Check brake fluid level in the brake fluid reservoir
  - ◆ Return hose between brake fluid reservoir and master cylinder
  - ◆ Master cylinder
  - ◆ Tube-hose line between master and slave cylinder
  - ◆ Connection points (plug and screw connections) also in a non-visible area
  - ◆ Slave cylinder

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- Remove the slave cylinder (do not open the line system) and check if no brake fluid drips out of the bellows, to do so remove the bellows from the rod -arrow-.
- Bleed the clutch control if necessary:
- ◆ Octavia II  
⇒ [“1.22 Bleeding the clutch control \(Octavia II, Superb II\)”](#), [page 59](#) .
- ◆ Octavia III  
⇒ [“1.23 Bleeding the clutch control \(Octavia III\)”](#), [page 60](#) .
- Then depress the clutch pedal carefully, at the same time hold the pedal in five different positions for approx. 20s over the entire distance the pedal has to travel and check that the pedal does not fall through on its own while being held (in five positions). While doing so, a second mechanic must check if fluid is leaking from the other components of the hydraulic clutch control ⇒ [page 50](#) .



## 1.18 Checking hydraulic clutch control (Superb II)

- The brake pedal return must not be obstructed by moved or additional covers (floor coverings).
- Bleed the clutch control if necessary  
⇒ [“1.22 Bleeding the clutch control \(Octavia II, Superb II\)”](#), [page 59](#) .
- -Arrow-

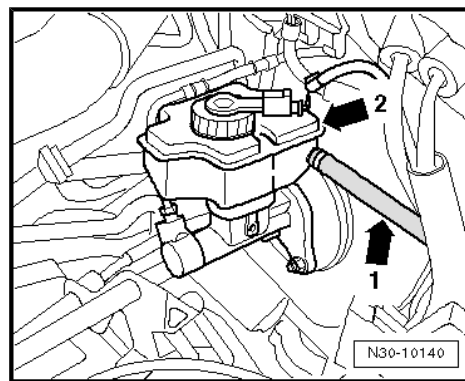
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- First of all check brake fluid level in the brake fluid reservoir.



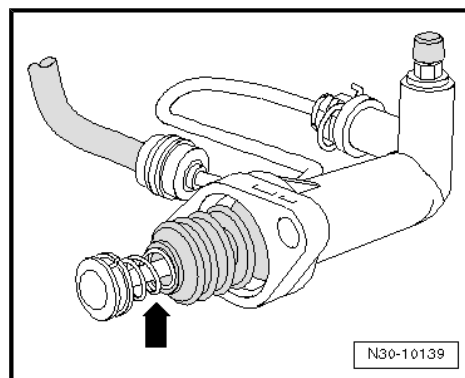
#### Note

- ♦ *The clutch hydraulic is connected to one of the chambers -arrow 2- of the brake fluid reservoir by the return hose -arrow 1-.*
- ♦ *If there is no or little brake fluid in this chamber, there is a leak in the system.*
- Subsequently check the following components of the hydraulic clutch control for external leak:
  - ♦ Return hose between brake fluid reservoir and master cylinder
  - ♦ Master cylinder
  - ♦ Tube-hose line between master and slave cylinder
  - ♦ Connection points (plug and screw connections) also in a non-visible area
  - ♦ Slave cylinder



#### Note

- ♦ *Symptoms of an external leak are, amongst others, traces of brake fluid on or below the gearbox, as well as on the noise insulation under the gearbox.*
- ♦ *Check the correct routing of the tube-hose line between the master and slave cylinder. The line must not be kinked or trapped.*
- Subsequently depress the clutch pedal carefully, at the same time hold the pedal in five different positions for approx. 20 seconds over the entire distance the pedal has to travel. While doing so, a second person must check if fluid is leaking from the components of the hydraulic clutch control ➔ [page 52](#). The first person must check at the same time whether the clutch pedal does not fall through on its own while being held (in five positions).
- Remove the slave cylinder from the gearbox last, - do not open the line system - and check the collar for brake fluid leak.
- To do so, take off the collar from the tappet -arrow-.



## 1.19 Removing and installing slave cylinder (Octavia II, Superb II)

### Special tools and workshop equipment required

- ♦ Hose clamp - MP7-602 (3094)-
- ♦ Grease - G 000 100-



## Note

- ◆ If the slave cylinder must be replaced due to a predetermined fault, first of all check the hydraulic clutch control:
- ◆ Octavia II  
⇒ ["1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)", page 50](#).
- ◆ Superb II  
⇒ ["1.18 Checking hydraulic clutch control \(Superb II\)", page 51](#).
- ◆ If the slave cylinder with the connected tube-hose line is removed from the gearbox, do no longer depress the clutch pedal. Otherwise, the piston can be pressed out of the slave cylinder and thus be destroyed.
- ◆ When performing the following work, make sure no brake fluid comes into contact with the gearbox. If this is the case, these points must be cleaned thoroughly.

## 1.19.1 Removing



## Note

If the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.

- Disconnect the battery-earth strap with the ignition off ⇒ *Electrical System; Rep. gr. 27*.
- Remove air filter, if it is installed above the engine ⇒ *Engine; Rep. gr. 24*.
- Remove battery and battery tray ⇒ *Electrical System; Rep. gr. 27*.
- Remove lock washer -arrow 1- for shift cable from gearbox shift lever -A-.

### Vehicles up to 05.07 (metal relay lever)

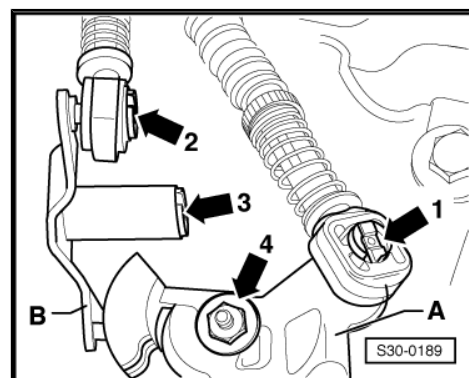
- Remove circlip -arrow 2- for selector cable from relay lever -B-.
- Remove selector cable and shift cable from the studs.
- Detach circlip -arrow 3- from the relay lever -B- and remove relay lever.

### Vehicles from 06.07 (plastic relay lever)

- Pull off the shift cable from the stud.
- Remove relay lever together with cable lock  
⇒ ["1.16 Plastic relay lever", page 108](#).

### Continued for all vehicles

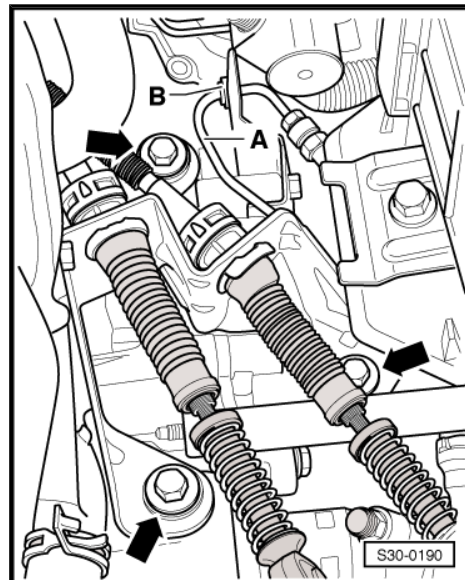
- Remove the gearshift lever -A-, for this step unscrew nut -arrow 4-.







- Disconnect the Bowden cable support from gearbox -arrows-.
- Tie up shift cable and selector cable.
- Remove bracket -B- from the gearbox and pull off from the tube-hose line -A-.



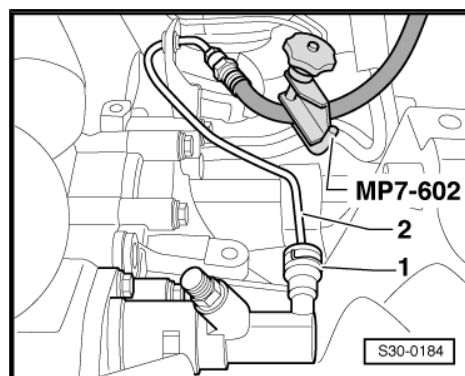
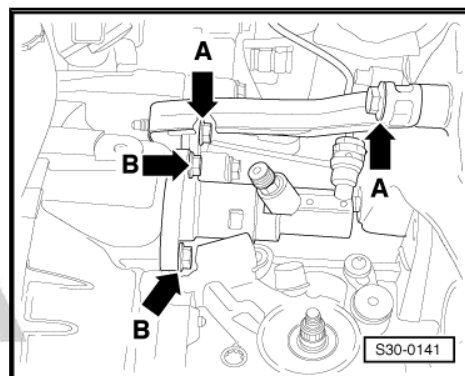
- Remove gearbox support -arrows A- (if applicable).
- Place a non-fluffing cloth under the slave cylinder.



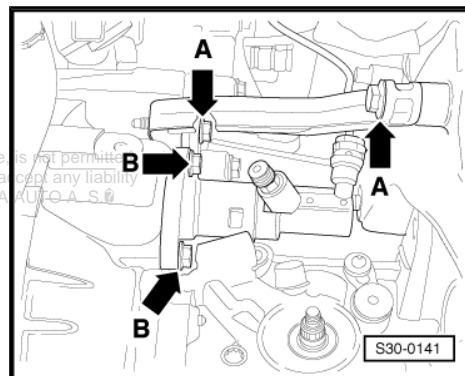
**Note**

*Make sure no brake fluid comes into contact with the gearbox. If this is the case, this point must be cleaned thoroughly.*

- Pull retaining clip for tube-hose line out of the slave cylinder up to the stop.
- Pull tube-hose line out of the slave cylinder.
- Pinch off the tube-hose line to the master cylinder with the hose clamp - MP7-602 (3094)- (if the tube-hose line to the master cylinder is made out of plastic, do not use the hose clamp - MP7-602- ).



- Removing the slave cylinder -arrows B-.
- Pull out locking clip -1- up to the stop and thus pull the tube-hose line -2- out of the slave cylinder (close plastic tube-hose line in a suitable manner).



**Note**

*Do not depress the clutch pedal.*

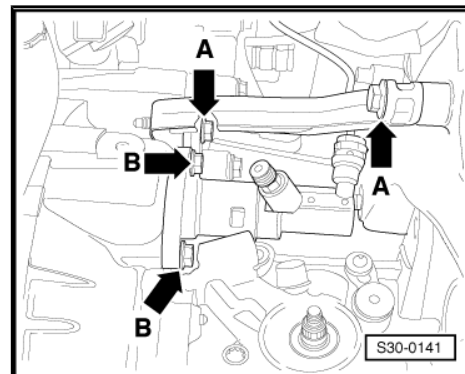
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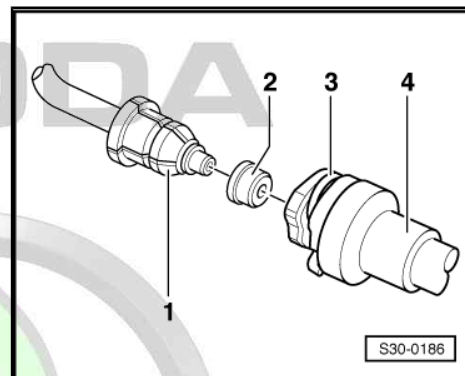
## 1.19.2 Install

Installation is performed in the reverse order, pay attention to the following points:

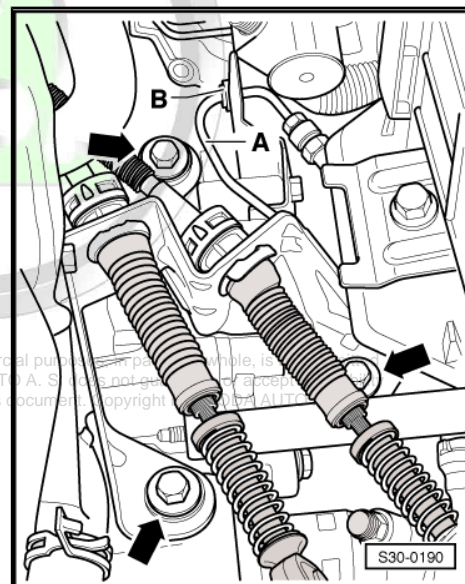
- Grease tappet head with grease - G 000 100- .
- Install slave cylinder and tighten screws -arrows B- to the given tightening torque.



- Push the tube-hose line -1- with new gasket ring -2- into the slave cylinder -4- up to the stop.
- Press in locking clip -3- for attaching the tube-hose line up to the stop.
- For testing pull on the tube-hose line.

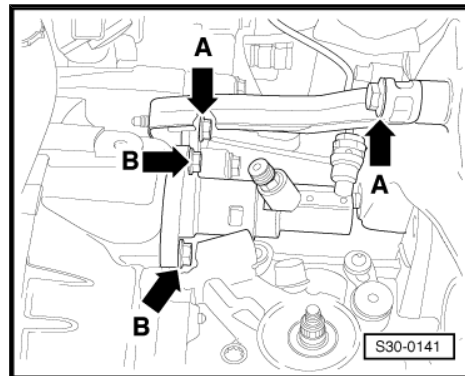


- Install bracket -B- at the gearbox and insert the tube-hose line -A-.
- Remove hose clamp - MP7-602 (3094)- .



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- If necessary, attach gearbox support to gearbox -arrows A- and tighten.
- After installing the slave cylinder bleed the clutch control  
⇒ [“1.22 Bleeding the clutch control \(Octavia II, Superb II\)”](#), page 59 .
- Setting the shift mechanism:
  - ◆ Octavia II  
⇒ [“1.20 Setting shift mechanism \(Octavia II\)”](#), page 120 .
  - ◆ Superb II  
⇒ [“1.22 Setting shift mechanism \(Superb II\)”](#), page 124 .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .
- Install air filter ⇒ Engine; Rep. gr. 24 .



### Note

*If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27 .

### Tightening torques

Component	Nm
Slave cylinder to gearbox	⇒ <a href="#">Item 15 (page 47)</a>
bracket for tube-hose line	⇒ <a href="#">Item 20 (page 47)</a>
Support to gearbox mounting bracket and gearbox	Octavia II ⇒ <a href="#">“2.3.1 Tightening torques”, page 145</a> Superb II ⇒ <a href="#">“2.5.1 Tightening torques”, page 149</a>
Gearbox shift lever to gearshift shaft	Octavia II ⇒ <a href="#">“1.14 Summary of components - Control cables (Octavia II)”</a> , page 99 Superb II ⇒ <a href="#">“1.15 Summary of components - control cables (Superb II, Octavia III)”</a> , page 103
Cable support to gearbox	Octavia II ⇒ <a href="#">“1.14 Summary of components - Control cables (Octavia II)”</a> , page 99 Superb II ⇒ <a href="#">“1.15 Summary of components - control cables (Superb II, Octavia III)”</a> , page 103

## 1.20 Removing and installing master cylinder (Octavia III)

### Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-
- ◆ Grease - G 000 100-

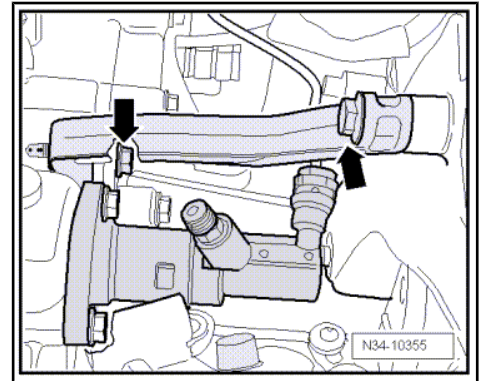
## Removing



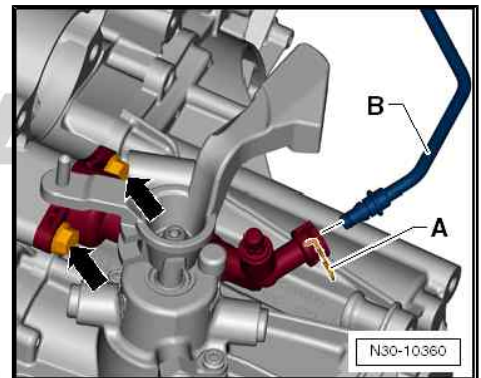
### Note

*If the slave cylinder with the tube-hose line is removed from the gearbox, do no longer depress the clutch pedal. Otherwise, the piston can be pressed out of the slave cylinder and thus be destroyed.*

- Disconnect battery earth strap ⇒ Electrical System; Rep. gr. 27 .
- Then remove the gearbox support -arrows-.



- Place a non-fluffing cloth under the slave cylinder.
- Unlock the clip -A- with a screwdriver and disconnect the tube-hose line -B- from the connection.
- Pull tube-hose line -B- out of the slave cylinder and close openings.
- Unscrew screws -arrows- and remove slave cylinder.



### Caution

***There is a risk of contamination through escaping brake fluid.***

- ◆ ***If the tube-hose line is disconnected from the connection, do no longer depress the clutch pedal.***

## Install

The installation is performed in the reverse order, pay attention to the following points:



### Note

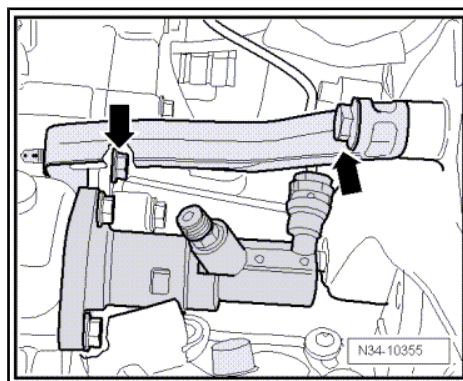
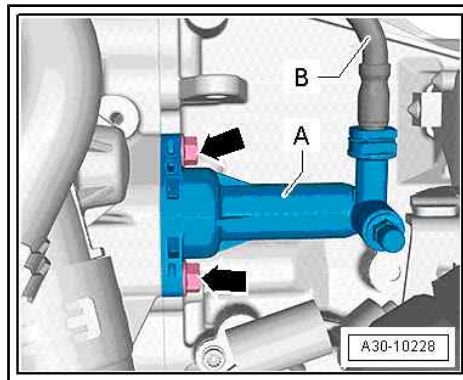
- ◆ ***Grease all bearing points and contact surfaces with grease.***
- ◆ ***Assignment grease ⇒ Electronic Catalogue of Original Parts .***

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- Fit slave cylinder -A- and tighten screws -arrows-.
- Connect tube-hose line -B- ➔ [page 49](#) .
- Bleed the clutch control  
➔ ["1.23 Bleeding the clutch control \(Octavia III\)", page 60](#) .
- Connect battery ➔ Electrical System; Rep. gr. 27 .

#### Tightening torques

- ◆ Slave cylinder to gearbox  
➔ ["2 Repairing clutch control", page 62](#) .
- ◆ Gearbox support bracket to gearbox console and gearbox  
-Arrows-: Replace screws and tighten to 20 Nm + a further 90°  
(1/4 turn)



## 1.21 Removing and installing cables for clutch control (Octavia III)

### Special tools and workshop equipment required

- ◆ Hose clamp - MP7-602 (3094)-

### Removing

- Completely remove the air filter housing when it prevents access to the lines for actuating the coupling ➔ Engine; Rep. gr. 24 .
- Remove battery and battery tray ➔ Electrical System; Rep. gr. 27 .

### Right-hand drive

A heat-protection matting is installed in combination with certain engines. The appearance may differ from the figure.

- Remove heat-protection matting. Pay attention to the positions -1...4-.

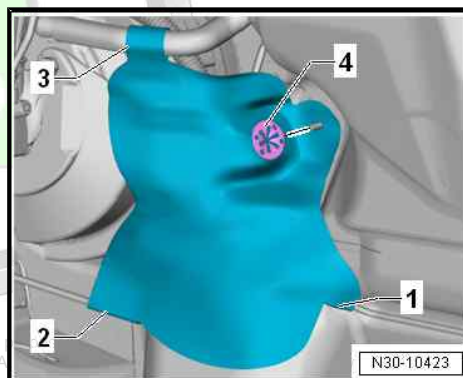
### Continued for all versions



#### Caution

***There is a danger that the brake fluid may drip out.***

- ◆ ***During the following work, ensure that no brake fluid lands on longitudinal member or gearbox. If this is the case, clean the affected area thoroughly.***
- ◆ ***Lay a lint-free cloth under master cylinder.***





- Disconnect return hose -2- to master cylinder with hose clamp - MP7-602 (3094)- .



#### Note

- ◆ If the return hose with hose clamp - MP7-602 (3094)- is disconnected, it will forever be deformed.
- ◆ However the return hose is not defective.
- ◆ After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose back into its initial position.
- Pull the clip at the tube-hose line out of the master cylinder up to the stop and detach the tube-hose line.
- Close the openings.
- Pull out the clip -A- up to the stop and detach the tube-hose line -B- to the master cylinder.
- Close the openings.

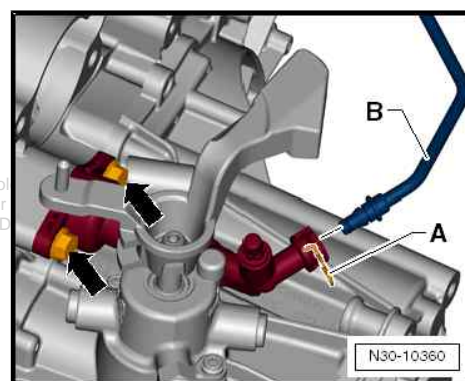
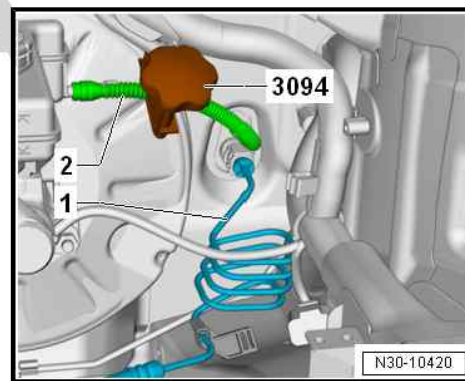


#### Note

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Ignore -arrows-.

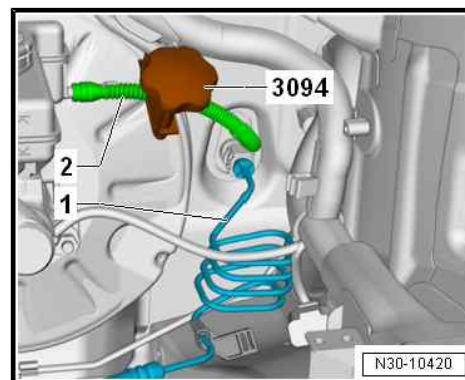
- Close the open lines and connections, if necessary with a clean plug from the plug set for engine - VAS 6122- .
- Loosen tube-hose line and remove.



#### Install

The installation is performed in the reverse order, pay attention to the following points:

- Connect the tube-hose line -1- with connectors at the master cylinder and at the slave cylinder.
- For checking, pull on the line.
- After removing the hose clamp - MP7-602 (3094)- , it may be necessary to bring the return hose -2- back into its initial position.

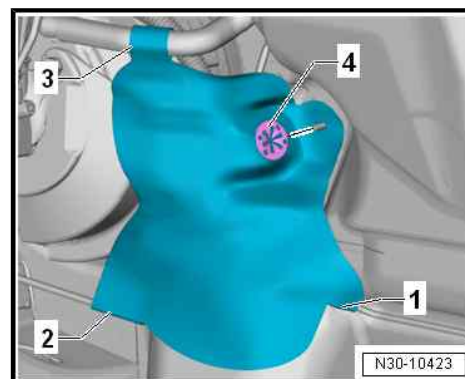


#### Right-hand drive

- If present, coil the heat-protection matting in the sequence -1, 2 and 3- around the cable.
- Secure the heat-protection matting with the circlip -4-.

#### Continued for all versions

- Bleed the clutch control  
⇒ ["1.23 Bleeding the clutch control \(Octavia III\)", page 60](#) .
- Install the battery tray and battery ⇒ Electrical System; Rep. gr. 27 .



## 1.22 Bleeding the clutch control (Octavia II, Superb II)

Special tools and workshop equipment required



- ◆ Brake filling and bleeding device , e. g. -VAS 5234-



#### Note

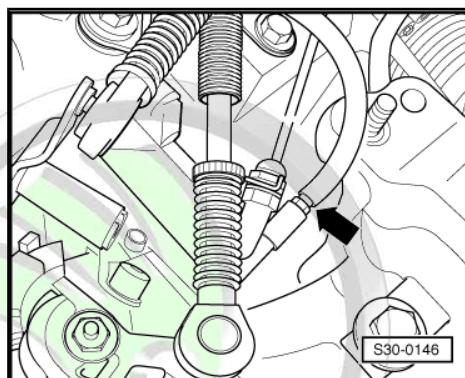
- ◆ *When performing the following work, make sure that no brake fluid comes into contact with the frame side rail or the gearbox.*
- ◆ *A pre-filling of the system is not necessary!*

Brake fluid specification ⇒ Chassis; Rep. gr. 00 .

- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .
- Connect the brake filling and bleeding device .

To bleed use bleeder hose .

- Connect the ventilation hose with the drip bottle of the brake bleeding device.
- Fit the bleeder hose onto the vent valve -arrow-.
- Activate system with a pressure of 0.2 MPa.
- Open vent valve.
- Allow approx. 100 cm<sup>3</sup> of brake fluid to flow out.
- Close vent valve.
- Activate pedal forcefully from stop to stop between 10 and 15 times.
- Activate system with a pressure of 0.2 MPa.
- Open vent valve.
- Allow approx. 50 cm<sup>3</sup> more brake fluid to flow out.
- Close vent valve.
- After completing the bleeding procedure activate the clutch pedal repeatedly.
- Install air filter ⇒ Engine; Rep. gr. 24 .



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## 1.23 Bleeding the clutch control (Octavia III)

### Special tools and workshop equipment required

- ◆ Brake filling and bleeding device , e. g. -VAS 5234-



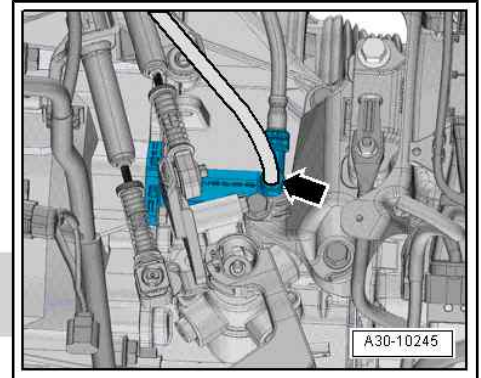
#### Note

- ◆ *The system must be bled after performing work on the hydraulic clutch control.*
- ◆ *When performing the following work, make sure no brake fluid comes into contact with the gearbox.*
- ◆ *A pre-filling of the system is not necessary!*
- ◆ *Before bleeding, fill brake fluid reservoir up to "max" marking with brake fluid.*
- ◆ *Clutch pedal in home position, not operated.*
- ◆ *Specification of brake fluid ⇒ Electronic catalogue of original parts .*

- Remove the complete air filter housing if it impedes access to the air bleed valve, (-arrow- in the image below) ⇒ Engine; Rep. gr. 24 .
- Put the clutch pedal in home position.
- Remove cap from vent valve -arrow-.
- Connect the brake filling and bleeding device - VAS 5234- or -V.A.G 1869- .
- Fit on bleeder hose and connect to pressure hose of drip bottle.

To bleed system, use 670 mm bleeder hose - V.A.G 1238/B3- if necessary.

- Switch on brake filling and bleeding device .
  - Working pressure: 2.0 bar
- Open vent valve.
- Allow approx. 100 cm<sup>3</sup> of brake fluid to flow out.
- Close vent valve.
- Rapidly operate clutch pedal from stop to stop 10 to 15 times.
- Open vent valve.
- Allow approx. 50 cm<sup>3</sup> more brake fluid to flow out.
- Close vent valve.
- Switch off brake filling and bleeding device and release all of the pressure from the device.
- Depress clutch pedal several times after completion of bleeding process.
- At the same time check the operation of the clutch control.



#### Tightening torque

##### ◆ Vent valve

⇒ ["1.16 Summary of components - Hydraulics \(Octavia III\)"](#),  
[page 48](#) .

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## 2 Repairing clutch control

### Special tools and workshop equipment required

- ◆ Grease - G 000 100-

#### 1 - Gearbox

#### 2 - Ball pin

- ☐ Original grease must be removed from the contact surface of the clutch release lever
- ☐ grease with Grease - G 000 100-
- ☐ 25 Nm

#### 3 - Gasket ring for drive shaft

- ☐ Removing and installing  
⇒ ["7 Repairing gearbox housing and clutch housing", page 206](#)
- ☐ replace ⇒ Electronic Catalogue of Original Parts

#### 4 - Guide bushing

- ☐ with vulcanized O-ring
- ☐ if O-ring is damaged, replace guide bushing together with O-ring
- ☐ grease guide bushing in the area of the release lever with grease - G 000 100-

#### 5 - Spring

- ☐ attach to clutch release lever

#### 6 - Socket head bolt

- ☐ 20 Nm

#### 7 - Clutch release lever

- ☐ remove and install  
⇒ [page 63](#) and ⇒ [page 63](#) together with clutch release bearing
- ☐ Original grease must be removed from the contact surface of the clutch release lever
- ☐ grease contact surface on the ball stud with grease - G 000 100-

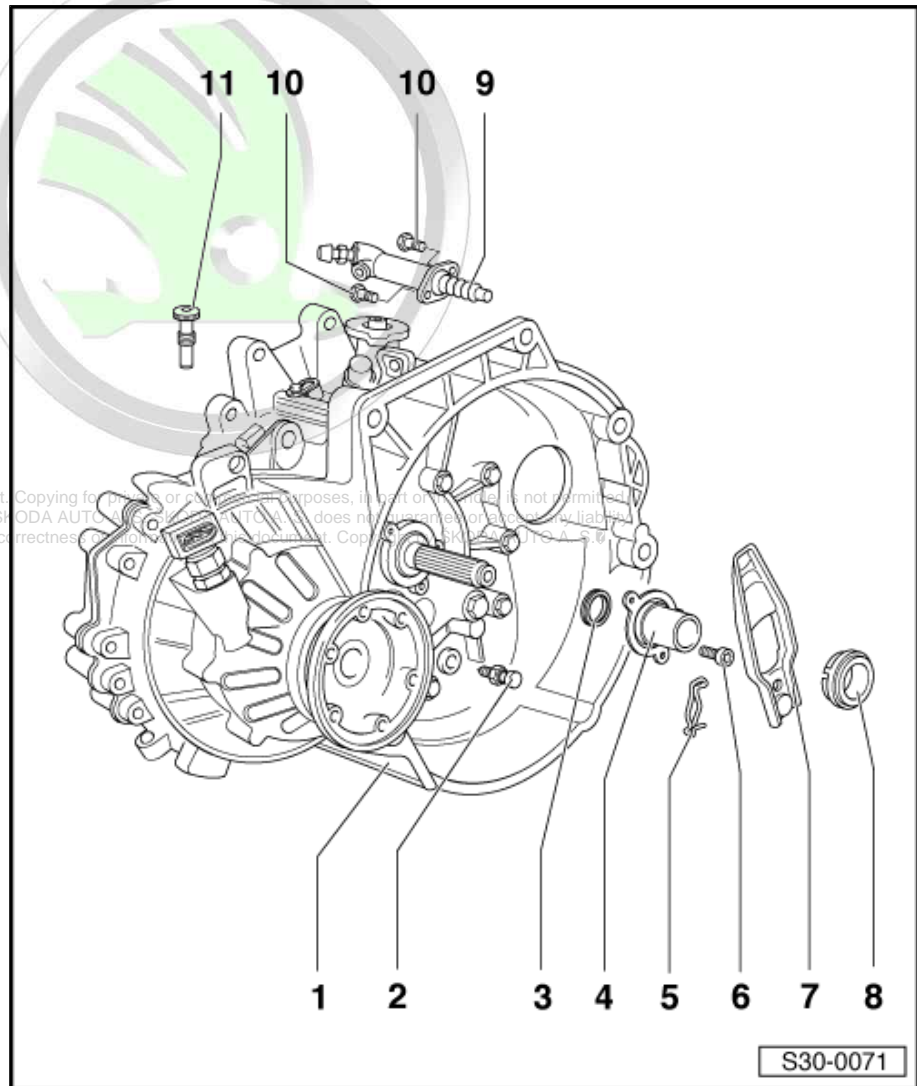
#### 8 - Release bearing

- ☐ Do not wash the bearing, just wipe clean
- ☐ replace noisy bearings ⇒ Electronic Catalogue of Original Parts
- ☐ removing and installing ⇒ [page 63](#)
- ☐ grease contact surfaces on the clutch release lever with grease - G 000 100-

#### 9 - Slave cylinder

- ☐ removing and installing:

- ◆ ⇒ ["1.19 Removing and installing slave cylinder \(Octavia II, Superb II\)", page 52](#)



◆ ⇒ [“1.20 Removing and installing master cylinder \(Octavia III\)”, page 56](#)

- ❑ Grease tappet head with grease - G 000 100-

**10 - Flange bolt**

- ❑ 20 Nm

**11 - Mounting bolt**

- ❑ secures the release lever when installing the gearbox:

◆ ⇒ [“2.3 Install gearbox \(Octavia II\)”, page 143](#)

◆ ⇒ [“2.4 Installing gearbox \(Octavia III\)”, page 146](#)

◆ ⇒ [“2.5 Install gearbox \(Superb II\)”, page 148](#)

- ❑ unscrew after installing gearbox and slave cylinder:

◆ ⇒ [“2.3 Install gearbox \(Octavia II\)”, page 143](#)

◆ ⇒ [“2.4 Installing gearbox \(Octavia III\)”, page 146](#)

◆ ⇒ [“2.5 Install gearbox \(Superb II\)”, page 148](#)



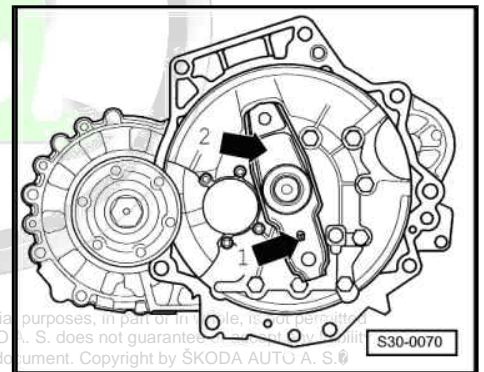
**Note**

*If a mounting bolt Pos. 11 is not provided, use bolt M8 x 35.*

**remove and install clutch release lever with clutch release bearing**

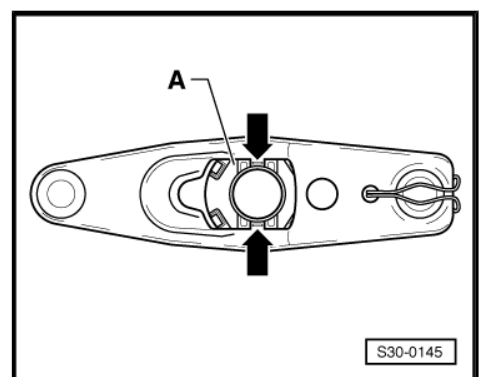
- Unhook spring -arrow 1-.
- Remove clutch release lever -arrow 2- and clutch release bearing.

Installation is carried out in the reverse order.



**Removing and installing the release bearing**

- Press the catch pegs -arrows- together on the rear side of the clutch release lever and remove the release bearing -A- from the clutch release lever.
- To install, press the release bearing -A- into the clutch release lever until the catch pegs -arrows- lock into position.



## 3 Repairing clutch

⇒ ["3.1 Summary of components - Repairing the clutch make Sachs ", page 64](#)

⇒ ["3.2 Removing and installing clutch make Sachs ", page 65](#)

⇒ ["3.3 Summary of components - Repairing the clutch make LuK ", page 68](#)

⇒ ["3.4 Removing and installing clutch make LuK ", page 69](#)

⇒ ["3.5 Fault finding power transmission - problems with the clutch and clutch control", page 72](#)

### Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - MP3-475A (3190A)-
- ◆ Grease - G 000 100-

# ŠKODA

### 3.1 Summary of components - Repairing the clutch make "Sachs"



#### Note

- ◆ *Observe the fault finding of the power transmission before replacing the clutch disc and the pressure plate - problems with the clutch and clutch control*  
⇒ ["3.5 Fault finding power transmission - problems with the clutch and clutch control", page 72](#) .
- ◆ *Replace the clutch discs and pressure plates if the riveting is damaged or loose.*
- ◆ *Assign the clutch disc and pressure plate in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

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### 1 - The two-mass flywheel

- ☐ make sure the centering pins are correctly fitted
- ☐ The locating face for the clutch lining must be free from grooves, oil and grease
- ☐ Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13
- ☐ Removing and Installing ⇒ Engine; Rep. gr. 13

### 2 - Clutch disc

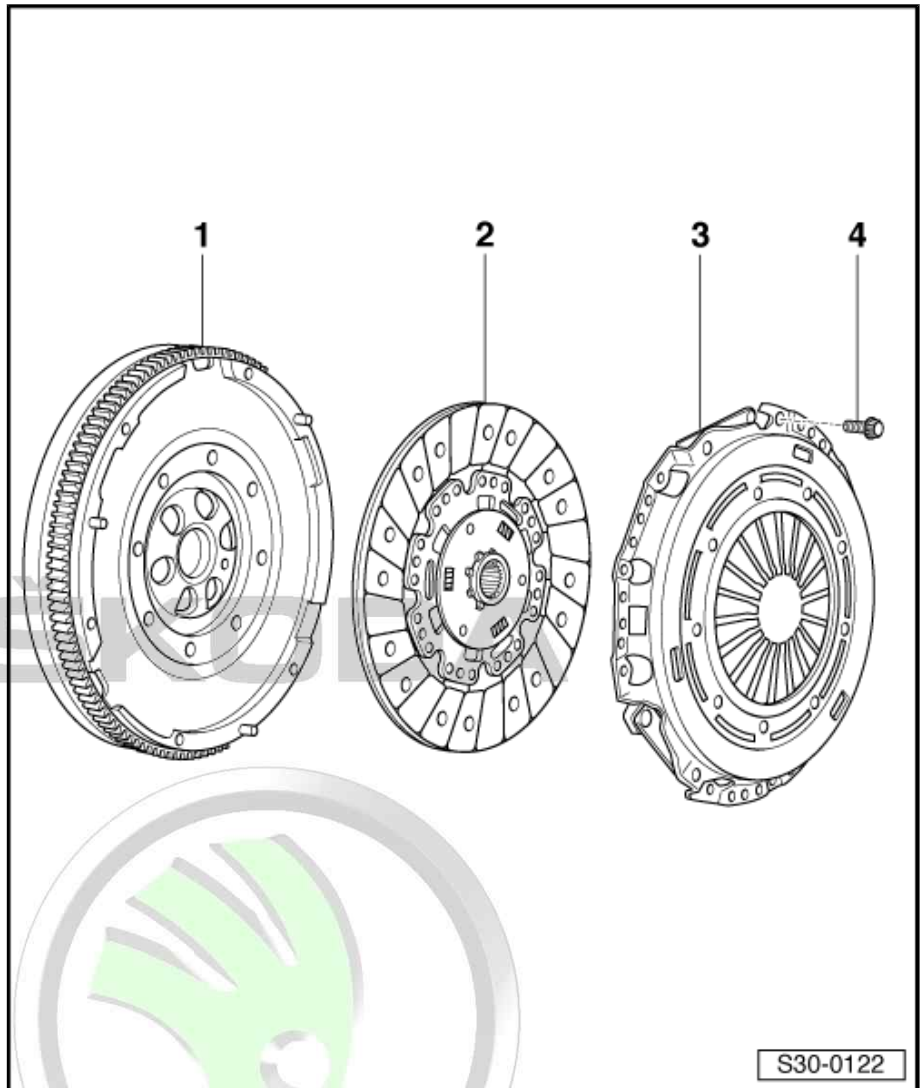
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["3.2 Removing and installing clutch make Sachs", page 65](#)
- ☐ must only be replaced together with pressure plate
- ☐ Fitting position ⇒ [page 67](#)

### 3 - Pressure washer

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ with resetting mechanism
- ☐ Distinguishing feature ⇒ [page 66](#)
- ☐ Removing and installing ⇒ ["3.2 Removing and installing clutch make Sachs", page 65](#)
- ☐ Check the extremities of the membrane spring ⇒ [page 67](#)
- ☐ Check feather joints and riveted joints ⇒ [page 67](#)
- ☐ must be replaced together with clutch disc

### 4 - Screw

- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Release or tighten gradually and crosswise
- ☐ M6 - 13 Nm
- ☐ M7 - 20 Nm



## 3.2 Removing and installing clutch make "Sachs"

### Special tools and workshop equipment required

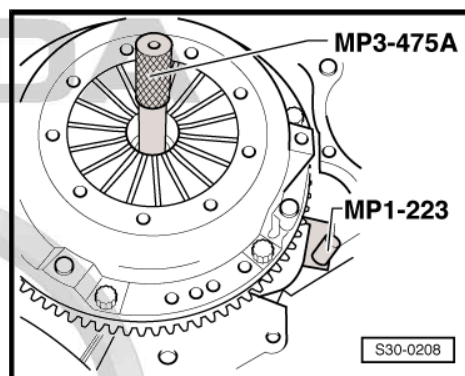
- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - MP3-475A (3190A)-
- ◆ Grease for splines - G 000 100-

### 3.2.1 Removing

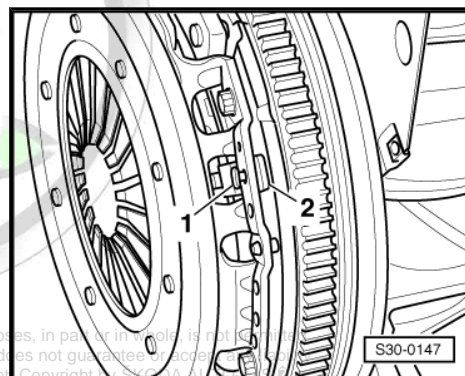
- Removing gearbox (Front-wheel-drive)  
⇒ [“2.1 Removing gearbox - Front-wheel-drive”, page 128](#) .
- Remove gearbox (four-wheel drive - Octavia II)  
⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II\)”, page 136](#) .

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223 (3067)- to slacken the bolts.



- Release bolts gradually and crosswise.
- When unscrewing, the stop must slacken -2- together with the bolt -1-.
- If the stop does not slacken: press the bolt towards the fly-wheel.
- Remove pressure plate and clutch disc.



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### 3.2.2 Install

Installation is performed in the reverse order, pay attention to the following points:

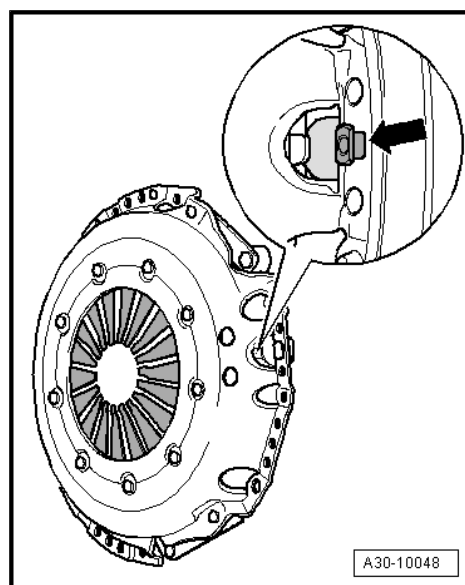


#### Note

- ◆ Always replace pressure plate and clutch disc together.
- ◆ Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .
- ◆ The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.

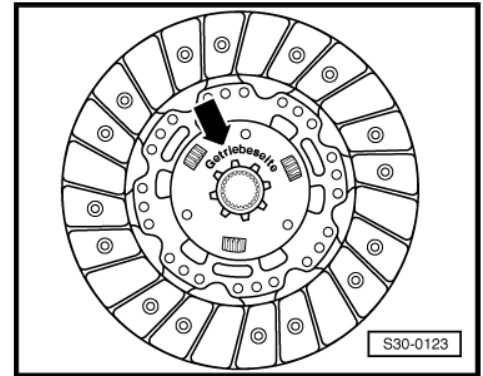
#### Distinguishing feature self-adjusting clutch type “Sachs”

- ◆ Pressure plate with stop (position sensor) -arrow-.



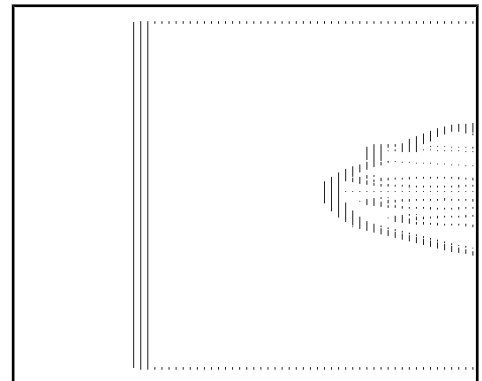
### Fitting location of clutch disc

- Legend "side of gearbox" points to the gearbox.



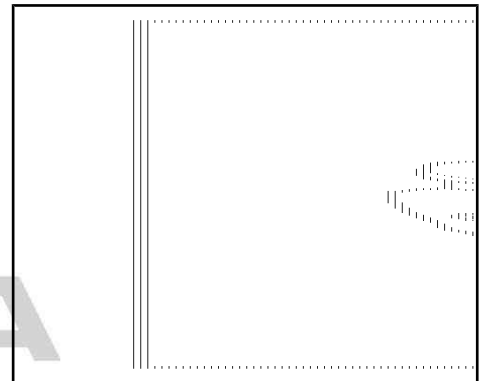
### Check the extremities of the membrane spring

- Wear is allowed up to half the membrane spring thickness -arrows-.



### Check feather joints and riveted joints

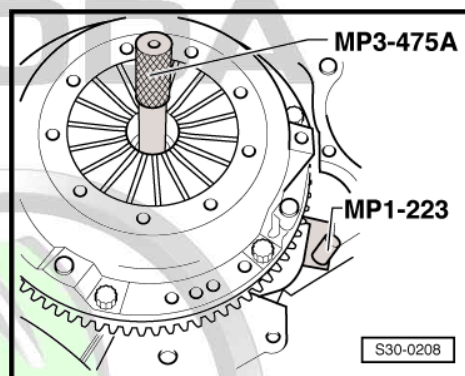
- Check the feather joints between pressure plate and cover for cracks as well as the riveted joints for firm seating.
- Pressure plate with damaged feather joints or with loose riveted joints -arrows- must be replaced.



#### Note

- ◆ Replace the clutch discs and pressure plate if the riveting is damaged or loose.
- ◆ In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.
- ◆ Clean the drive shaft serration and hub serration on a used clutch disc, remove corrosion. Apply a very thin layer of grease - G 000 100- onto the serration. Subsequently move the clutch disc up and down on the drive shaft until the hub fits smoothly on the shaft. Remove all excess grease.
- ◆ The pressure plates are protected against corrosion and are greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.
- ◆ The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel before the screws are inserted. Only then may the fixing screws be inserted.

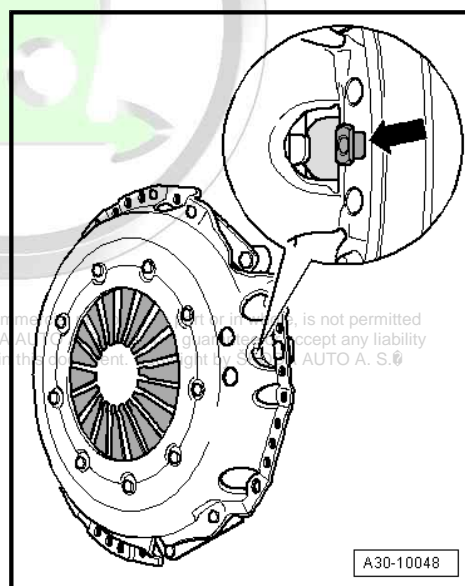
- When installing, re-use the counterholder - MP1-223- for tightening the screws.
- Place the pressure plate onto the centering pins.
- Use centering mandrel - MP3-475A- for centering the clutch disc.



In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Pay attention that the stop bolt (position sensor) -arrow- can move freely.
- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes on the pressure plate and the centering pins of the flywheel, while doing so the stop bolt -arrow- must not be lifted up from the pressure plate.
- Tighten all 6 screws gradually to tightening torque  
⇒ [Item 4 \(page 65\)](#)
- Installing the gearbox:

- ◆ Octavia II ⇒ [“2.3 Install gearbox \(Octavia II\)”, page 143](#) .
- ◆ Octavia III ⇒ [“2.4 Installing gearbox \(Octavia III\)”, page 146](#) .
- ◆ Superb II ⇒ [“2.5 Install gearbox \(Superb II\)”, page 148](#) .



### 3.3 Summary of components - Repairing the clutch make “LuK”



#### Note

- ◆ *Observe the fault finding of the power transmission before replacing the clutch disc and the pressure plate - problems with the clutch and clutch control*  
⇒ [“3.5 Fault finding power transmission - problems with the clutch and clutch control”, page 72](#) .
- ◆ *Replace the clutch discs and pressure plate if the riveting is damaged or loose.*
- ◆ *Assign the clutch disc and pressure plate in accordance with the engine identification characters via the ⇒ Electronic catalogue of original parts .*
- ◆ *The two-mass flywheel, pressure plate and clutch disc are assigned to each other and must not be installed together with components from other manufacturers.*

### 1 - The two-mass flywheel

- ☐ make sure the centering pins are correctly fitted
- ☐ The locating face for the clutch lining must be free from grooves, oil and grease
- ☐ Observe removal instructions for two-mass flywheel ⇒ Engine; Rep. gr. 13
- ☐ Removing and Installing ⇒ Engine; Rep. gr. 13

### 2 - Clutch disc

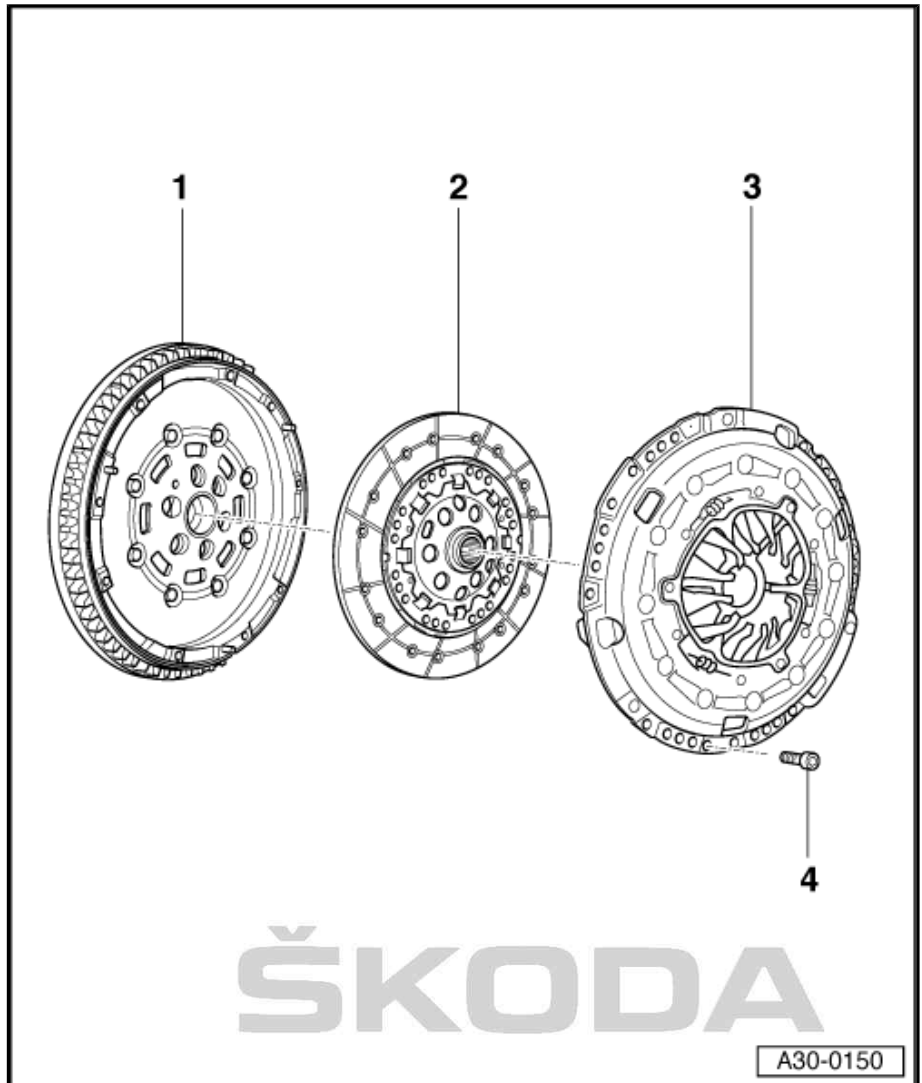
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["3.4 Removing and installing clutch make LuK"](#), page 69
- ☐ must only be replaced with "SAC" pressure plate Pos. 3
- ☐ Fitting position ⇒ [page 70](#)

### 3 - "SAC"-Pressure plate

- ☐ "SAC" is an abbreviation for Self-Adjusting-Clutch and means "self-adjusting clutch"
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing ⇒ ["3.4 Removing and installing clutch make LuK"](#), page 69
- ☐ Check the extremities of the membrane spring ⇒ [page 70](#)
- ☐ Check feather joints and riveted joints ⇒ [page 71](#)
- ☐ Check position of adjustment mechanism on new pressure plates ⇒ [page 71](#)
- ☐ must be replaced 2 with clutch disc Pos. 2

### 4 - Screw

- ☐ release or tighten in small stages crosswise
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ M6 - 13 Nm
- ☐ M7 - 20 Nm



## 3.4 Removing and installing clutch make "LuK"

### Special tools and workshop equipment required

- ◆ Counterholder - MP1-223 (3067)-
- ◆ Centering mandrel - MP3-475A (3190A)-
- ◆ Grease for splines - G 000 100-

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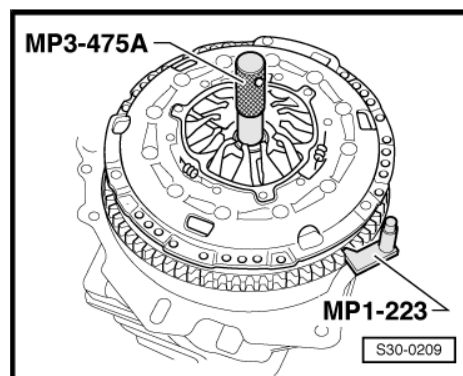


### 3.4.1 Removing

- Removing gearbox (Front-wheel-drive)  
⇒ [“2.1 Removing gearbox - Front-wheel-drive”, page 128](#) .
- Remove gearbox (four-wheel drive - Octavia II)  
⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II\)”, page 136](#) .

In order to avoid a deformation of the pressure plate when removing it (this leads to jerking during start-up), the pressure plate must be loosened as follows:

- Insert counterholder - MP1-223- to slacken the bolts.
- Release bolts gradually and crosswise.
- Remove pressure plate and clutch disc.



### 3.4.2 Install

Installation is performed in the reverse order, pay attention to the following points:

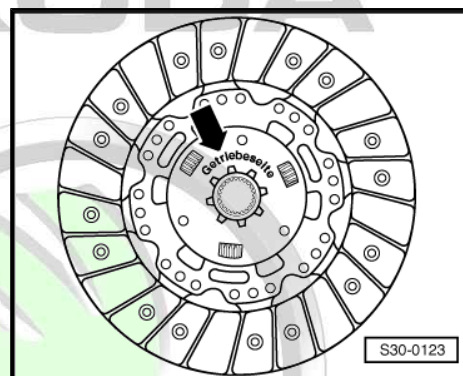


#### Note

- ◆ Always replace pressure plate and clutch disc together.
- ◆ Assign the pressure plate and clutch disc in accordance with the engine identification characters via the ⇒ *Electronic catalogue of original parts* .

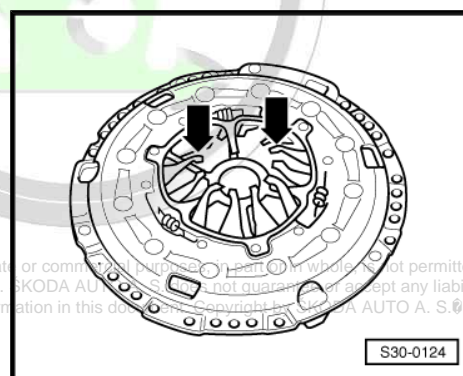
#### Fitting location of clutch disc

- Legend “side of gearbox” points to the gearbox.



#### Check the extremities of the membrane spring

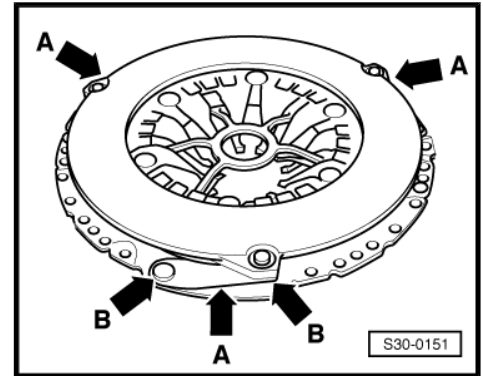
- Wear is allowed up to half the membrane spring thickness -arrows-.



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### Check feather joints and riveted joints

- Check feather joints -arrows A- for damage as well as riveted joints -arrows B- for firm seating.

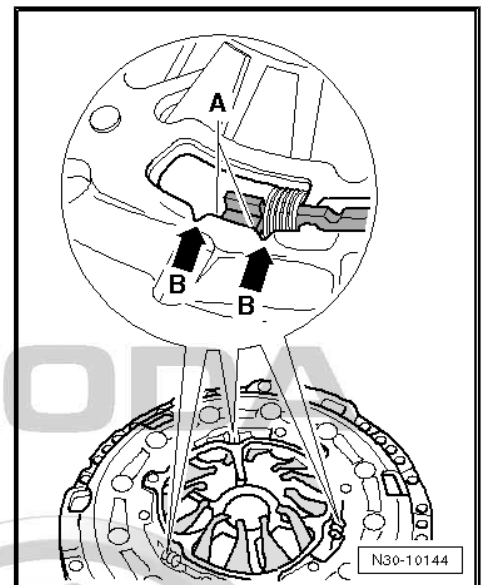


### Check position of adjustment mechanism on new pressure plates

- ◆ Both edges -A- of the adjusting ring must be located between the pair of notches -B-.
- ◆ If the adjusting ring of the new pressure plate is located at a different position, the pressure plate with the clutch disc must not be installed.
- ◆ On used clutches the adjusting ring may also be located at a different position outside the notches.

### Note

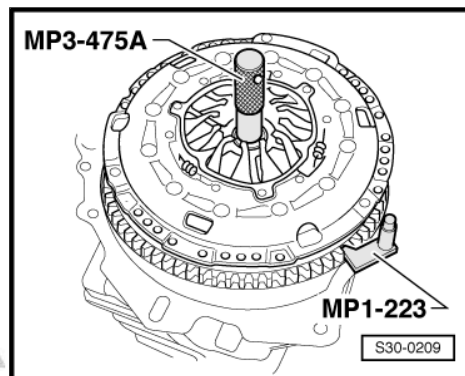
- ◆ Replace the clutch discs and pressure plate if the riveting is damaged or loose.
- ◆ In order to reduce unpleasant odours if the clutch is burnt, thoroughly clean the clutch housing as well as the flywheel and the engine on the side of the gearbox.
- ◆ Clean the drive shaft serration and hub serration on a used clutch disc, remove corrosion. Apply a very thin layer of grease - G 000 100- onto the serration. Subsequently move the clutch disc up and down on the drive shaft until the hub fits smoothly on the shaft. Remove all excess grease.
- ◆ The pressure plates are protected against corrosion and are greased. Only clean the thrust surface as otherwise the life of the clutch may be considerably reduced.
- ◆ The thrust surface of the pressure plate and the clutch disc lining must fully rest against the flywheel before the screws are inserted. Only then may the fixing screws be inserted.



- When installing, re-use the counterholder - MP1-223- for tightening the screws.
- Place the pressure plate onto the centering pins.
- Use the centering mandrel - MP3-475A- for centering the clutch disc.

In order to avoid a deformation of the pressure plate when installing it (this leads to jerking during start-up), the pressure plate must be installed as follows:

- Screw in all the screws by hand uniformly, until the bolt head rests against the pressure plate.
- Tighten the screws gradually and crosswise so as not to damage the centering holes of the pressure plate and the centering pins of the flywheel.
- Tighten all 6 screws gradually to tightening torque  
⇒ [Item 4 \(page 69\)](#) .
- Installing the gearbox:
  - ♦ Octavia II ⇒ [“2.3 Install gearbox \(Octavia II\)”](#), [page 143](#) .
  - ♦ Octavia III ⇒ [“2.4 Installing gearbox \(Octavia III\)”](#), [page 146](#) .
  - ♦ Superb II ⇒ [“2.5 Install gearbox \(Superb II\)”](#), [page 148](#) .



### 3.5 Fault finding power transmission - problems with the clutch and clutch control



#### Note

- ♦ ⇒ [“1.17 Checking hydraulic clutch control \(Octavia II, Octavia III\)”](#), [page 50](#) .
- ♦ ⇒ [“1.18 Checking hydraulic clutch control \(Superb II\)”](#), [page 51](#) .

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Before each clutch repair, examine and reconstruct the complaint of the customer. In each individual case, it must be determined if indeed there are problems with the clutch or the incorrect setting of the gearshift is cause for complaint.

Fault	Fault description	Measure
Clutch pedal does not return to initial position.	♦ Air in line system.	– Vent air from the line system; top up with brake fluid.
	♦ Line system, master or slave cylinder leaking.	– Replace defective component, vent air from the line system; top up with brake fluid.
	♦ Release bearing is tilted on the guide bushing, seized.	– Replace guide bushing and release bearing.
	♦ Membrane spring of the pressure plate broken.	– Replace pressure plate.

Fault	Fault description	Measure
Actuating force on the clutch pedal too high.	♦ Over-centre helper spring defective.	– Replace over-centre helper spring.

Fault	Fault description	Measure
	◆ Clutch release force increased due to wear of clutch linings.	<ul style="list-style-type: none"> <li>– Inform customer (higher release force with increased wear).</li> <li>– Replace clutch disc, when the distance base/rivet is below 0.1 mm.</li> </ul>
	◆ Release bearing is tilted on the guide bushing, seized.	– Replace defective components.
	◆ Pressure plate with wrong spring identification.	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Mechanical fault of the pressure plate/clutch disc.	– Replace defective components.
	◆ Clutch disc on the serration sluggish/jams.	<ul style="list-style-type: none"> <li>– Check serration of the hub for damage (burrs), if necessary replace clutch disc.</li> <li>– Clean the hub and the drive shaft teeth of corrosion and residues of lubricant and grease with grease for splines - G 000 100- . Move clutch disc back and forth, remove excess grease.</li> </ul>

Fault	Fault description	Measure
Noises when operating the clutch.	◆ Release bearing defective, guide of clutch release bearing not in order, contact surface drained off.	<ul style="list-style-type: none"> <li>– Always replace noisy release bearing.</li> <li>– Replace guide bushings if damaged.</li> </ul>
	◆ The contact surface of the pressure plate is defective (the tips of the membrane spring are bent, broken). Release bearing is off-centre.	<ul style="list-style-type: none"> <li>– Replace pressure plate.</li> <li>– Check release bearing, guide bushing, replace if necessary.</li> <li>– Check position of release lever.</li> <li>– Check dowel sleeves.</li> </ul>
	◆ Centre displacement of engine/gearbox.	– Check dowel sleeves.
	◆ Clutch disc installed the wrong way up.	– Correct installation.
	◆ Wrong clutch disc installed.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .

Fault	Fault description	Measure
Rattling, scratching occurs when the forward or reverse gear is engaged, gearshift jams, is sluggish, shifting is not possible, clutch without operation.	◆ Air in the system, clutch does not separate fully.	– Bleed system; check system, top up with brake fluid.



Fault	Fault description	Measure
	♦ Master/slave cylinder, line is leaking.	– Replace defective component, top up with brake fluid, bleed system.
	♦ The travel of the clutch pedal is not sufficient (carpet, foot mat under the foot controls), clutch is not fully depressed.	– Inform customer.
	♦ Pressure plate uneven due to incorrect installation, clutch disc warped due to improper handling.	– Inspect parts, if necessary replace, observe position of the centering pins. – If scratching still occurs, check the serration of the clutch disc on the drive shaft for ease of movement, if necessary repair the gearbox.
	♦ Tips of membrane spring broken or bent (assembly fault, release bearing moves off-centre).	– Replace pressure plate. – Check release bearing, guide bushing, replace if necessary. – Check dowel sleeves.
	♦ Clutch disc too thick.	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	♦ Lining glued to the flywheel (long immobilization time, high humidity).	– Slightly rub down friction surfaces of the clutch linings or replace completely the severely corroded parts.
	♦ Clutch disc on the serration sluggish/jams. Corroded hub, damaged during assembly. Hub profile knocked out on one side.	– Check serration of the hub for damage, if necessary replace clutch disc. – Remove corrosion and traces of grease from hub and shaft. Grease shaft with a thin film of grease for splines - G 000 100 - . – Move clutch disc back and forth, remove excess grease. – Check position of dowel sleeves on knocked out hub profile. – Check release bearing, guide bushing and pressure plate, replace if necessary.
	♦ Lifting of pressure plate too low (wrong pressure plate installed).	– Assign pressure plate via the ⇒ Electronic catalogue of original parts .
	♦ Displacement of engine/gearbox too large (dowel sleeves missing), support panel of clutch plate bent through this.	– Insert dowel sleeves before gearbox has been fitted. – Check clutch disc and pressure plate for damage, if necessary replace.

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Fault	Fault description	Measure
	<ul style="list-style-type: none"> <li>◆ Linings spalled off because of too high revs (shift back during too high speed).</li> <li>◆ When starting, linings are spalled off through slipping for too long a time.</li> </ul>	<ul style="list-style-type: none"> <li>– Replace clutch disc. Inform customer.</li> </ul>

Fault	Fault description	Measure
Load change jolts when throttle is depressed and sudden reduction of the engine speed.	◆ Assembly bearing is too soft.	– Inform customer. Assign hanger via the ⇒ Electronic catalogue of original parts .
	◆ Irregular engine running.	– Check engine setting, correct.
	◆ Clutch disc with predamper is built in against gear rattling.	– Inform customer.
	◆ Centre displacement of engine/gearbox.	– Test dowel sleeves, replace if necessary.

Fault	Fault description	Measure
Clutch slips through, no or bad pre-drive.	◆ Wrong clutch disc, wrong pressure plate installed.	– Assign the clutch disc and pressure plate via the ⇒ Electronic catalogue of original parts .
	◆ Clutch disc worn out, burnt, pressure plate overheated, grooves, pressure plate deformed through incorrect assembly, compressive force of the pressure plate too low, driving error, natural wear.	<ul style="list-style-type: none"> <li>– Replace clutch disc.</li> <li>– Replace pressure plate.</li> <li>– Inform customer.</li> </ul>
	◆ Clutch disc, pressure plate, flywheel oily. Shaft seals of engine or gearbox defective. Grease on the contact surface through excess greasing of the hub.	<ul style="list-style-type: none"> <li>– Replace clutch disc.</li> <li>– Clean contact surfaces of pressure plate and flywheel.</li> <li>– Replace radial shaft seal, remove excess grease from the drive shaft.</li> </ul>
	◆ Clutch disc installed the wrong way up.	– Correct installation, check clutch disc, replace if necessary.
	◆ Flywheel depth too large or excess removal at the base of the thrust surface.	<ul style="list-style-type: none"> <li>– Assign the sealing flange via the ⇒ electronic catalogue of original parts .</li> <li>– Inspect clutch disc, pressure plate, replace if necessary.</li> </ul>
	◆ Slave cylinder leaking.	– Replace slave cylinder.



Fault	Fault description	Measure
Clutch grabbing, unit shaking.	♦ Air in the system.	– Bleed system, check brake fluid level, check system for tightness. – Replace defective part.
	♦ Engine does not run clean.	– Check engine setting, correct.
	♦ Driving error, starting speed is too low.	– Inform customer.
	♦ Wrong clutch disc installed.	– Assign clutch disc via the ➔ Electronic catalogue of original parts .
	♦ Assembly bearing too soft, knocked out.	– Assign the assembly bracket via the ➔ Electronic catalogue of original parts .
	♦ Clutch lining, contact surface of pressure plate and flywheel oily (oil leakage from the clutch housing).	– Check radial shaft seal of the drive shaft for clutch or check crankshaft, if necessary replace. – Replace clutch disc, clean pressure plate and flywheel.
	♦ Release bearing on the guide bushing is tilted, seized (presses on one side onto the membrane springs of the pressure plate).	– Replace release bearing and guide bushing. – Check control elements and bearing for control elements.
	♦ The contact surface of the pressure plate lifts off only unilaterally due to the tilted release bearing. ♦ Housing of the pressure plate warped when installed. Contact surface of the pressure plate lifts off only unilaterally.	– Check the contact surface of the clutch lining at the flywheel, check pressure plate and membrane spring, replace pressure plate if necessary. – Replace release bearing and guide bushing.
♦ Drive shaft too heavily greased (traces of grease on the clutch disc, pressure plate and flywheel).		– Remove grease from pressure plate and flywheel, replace if damaged (traces of wear, traces of overheating, grooves). – Remove traces of grease from hub and shaft and grease shaft with a thin film of grease for splines - G 000 100- . – Move clutch disc back and forth, remove excess grease.

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Fault	Fault description	Measure
Acoustic knock »clack« when clutch is released.	♦ Carrier earth/drive shaft is accelerated when clutch is released suddenly. The drive shaft serration of the pinions in mesh knocks; for clutch discs with pre-damper the noise increases as the predamper reaches the stop.	– Inform customer.

Fault	Fault description	Measure
Noise when gearbox in neutral position.	◆ Torsional damper spring broken.	– Replace clutch disc.
	◆ Clutch disc without predamper installed (idle rattling).	– Assign clutch disc via the ⇒ Electronic catalogue of original parts .
	◆ Pressure plate warped, broken, imbalance.	– Replace pressure plate.
	◆ Irregular engine running.	– Check engine setting, correct if necessary.
	◆ Displacement of engine/gearbox too large (dowel sleeves missing).	– Insert dowel sleeves before gearbox has been fitted.
	◆ Intermediate plate rubs on the flywheel.	– Insert intermediate plate on sealing flange and push onto the dowel sleeves.

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## 34 – Controls, housing

### 1 Repairing shift mechanism

- ⇒ [“1.1 Fitting location of shift mechanism”, page 78](#)
- ⇒ [“1.2 Summary of components \(Octavia II\)”, page 80](#)
- ⇒ [“1.3 Summary of components \(Superb II, Octavia III\)”, page 81](#)
- ⇒ [“1.4 Summary of components - gearshift knob with shift lever collar \(Octavia II\)”, page 82](#)
- ⇒ [“1.5 Summary of components - gearshift knob with shift lever collar \(Octavia III\)”, page 83](#)
- ⇒ [“1.6 Summary of components - gearshift knob with shift lever collar \(Superb II\)”, page 84](#)
- ⇒ [“1.7 Removing and installing gearshift knob with shift lever collar \(Octavia II\)”, page 84](#)
- ⇒ [“1.8 Removing and installing gearshift knob with shift lever collar \(Octavia III\)”, page 85](#)
- ⇒ [“1.9 Removing and installing gearshift knob with shift lever collar \(Superb II\)”, page 85](#)
- ⇒ [“1.10 Summary of components - Shift mechanism up to 10.06 \(Octavia II\)”, page 86](#)
- ⇒ [“1.11 Summary of components - Gearshift mechanism as of 11.06”, page 89](#)
- ⇒ [“1.12 Disassembling and assembling shift mechanism as of 11.06 \(Octavia II, Octavia III\)”, page 92](#)
- ⇒ [“1.13 Disassembling and assembling shift mechanism \(Superb II\)”, page 95](#)
- ⇒ [“1.14 Summary of components - Control cables \(Octavia II\)”, page 99](#)
- ⇒ [“1.15 Summary of components - control cables \(Superb II, Octavia III\)”, page 103](#)
- ⇒ [“1.16 Plastic relay lever”, page 108](#)
- ⇒ [“1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)”, page 109](#)
- ⇒ [“1.18 Removing and installing shift mechanism \(Superb II\)”, page 114](#)
- ⇒ [“1.19 Removing and installing shift cable and selector cable”, page 118](#)
- ⇒ [“1.20 Setting shift mechanism \(Octavia II\)”, page 120](#)
- ⇒ [“1.21 Setting shift mechanism \(Octavia III\)”, page 122](#)
- ⇒ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#)

#### 1.1 Fitting location of shift mechanism

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-Arrow A- Shift movement

-Arrow B- Selector movement

A - Shift cable

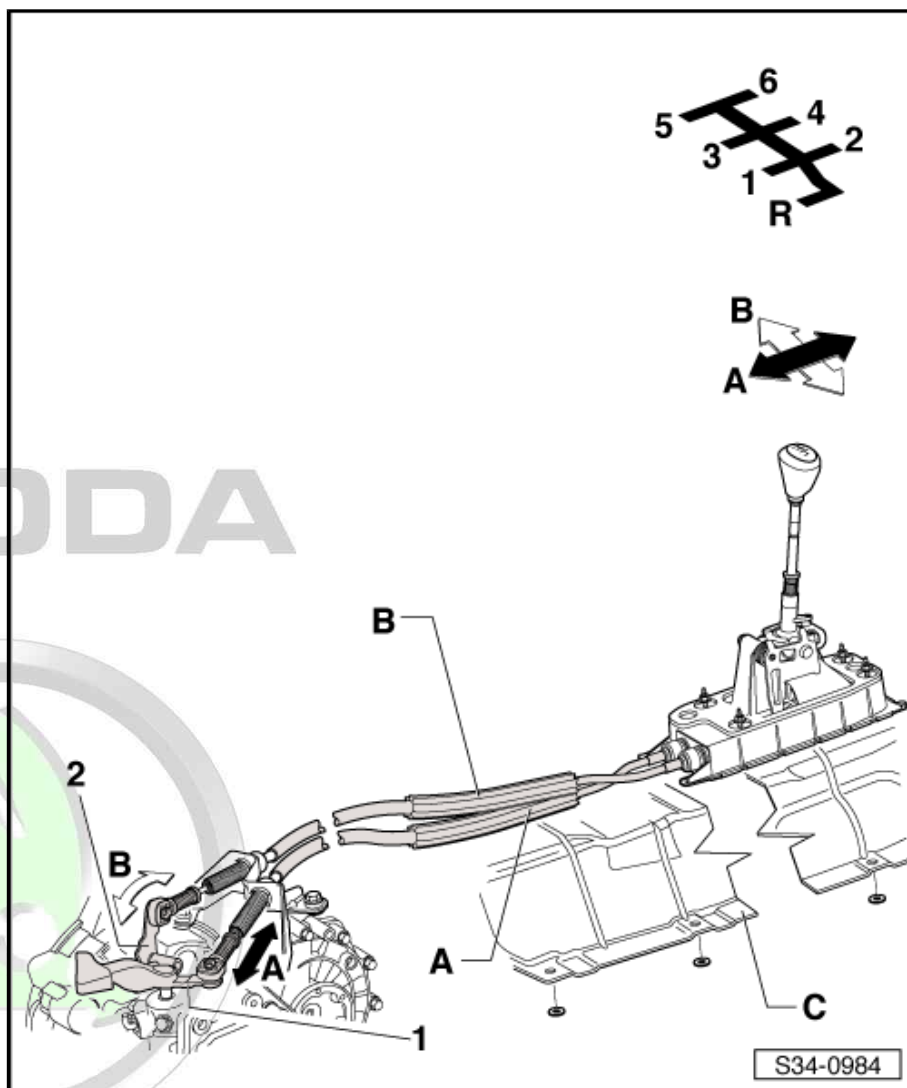
B - Selector cable

C - Heat shield

- ☐ take off before removing the shift mechanism

1 - Gearshift lever

2 - Reversing lever



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## 1.2 Summary of components (Octavia II)



### Note

- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27*.
- ◆ Remove selector mechanism to renew selector cables  
⇒ *"1.17 Removing and installing shift mechanism (Octavia II, Superb III)", page 109*.
- ◆ Do not kink the control cables.

I - Summary of components -  
gearshift knob with shift lever  
collar (Octavia II)

⇒ *"1.4 Summary of components - gearshift knob with shift lever collar (Octavia II)", page 82*

II - Summary of components -  
Shift mechanism up to 10.06  
(Octavia II)

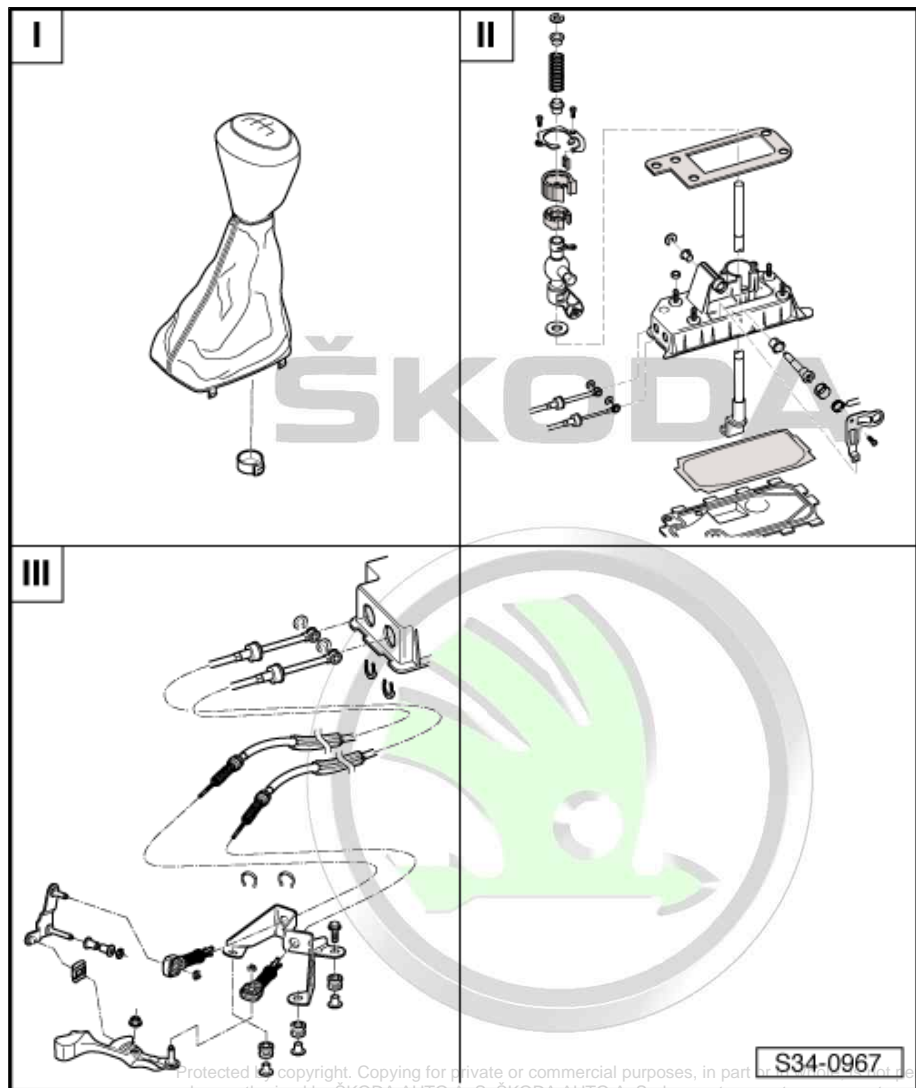
⇒ *"1.10 Summary of components - Shift mechanism up to 10.06 (Octavia II)", page 86*

II - Summary of components -  
Gearshift mechanism as of  
11.06

⇒ *"1.11 Summary of components - Gearshift mechanism as of 11.06", page 89*

III - Summary of components -  
Control cables (Octavia II)

⇒ *"1.14 Summary of components - Control cables (Octavia II)", page 99*



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## 1.3 Summary of components (Superb II, Octavia III)



### Note

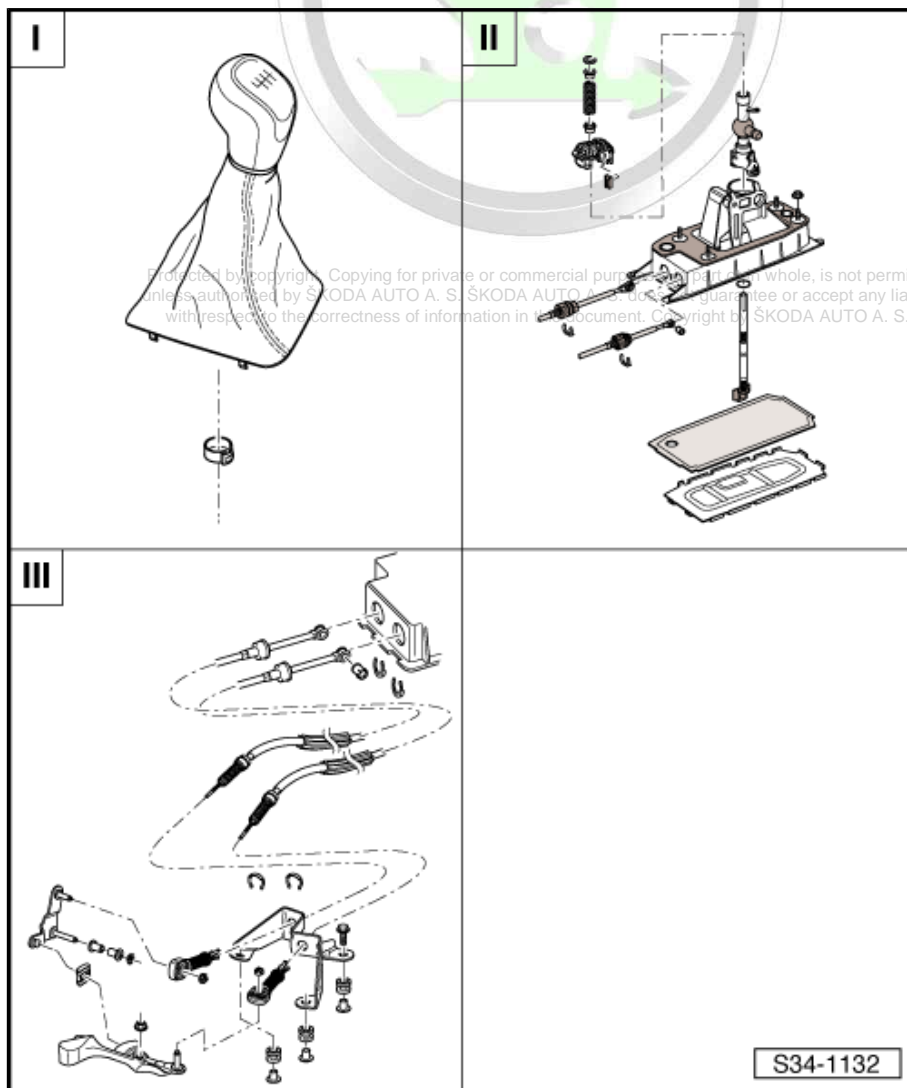
- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.
- ◆ Remove shift mechanism for replacing the control cables:
- ◆ Superb II ⇒ ["1.18 Removing and installing shift mechanism \(Superb II\)", page 114](#).
- ◆ Octavia III ⇒ ["1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)", page 109](#).
- ◆ Do not kink the control cables.

I - Summary of components - gearshift knob with shift lever collar (Superb II)  
⇒ ["1.6 Summary of components - gearshift knob with shift lever collar \(Superb II\)", page 84](#)

I - Summary of components - gearshift knob with shift lever collar (Octavia III)  
⇒ ["1.5 Summary of components - gearshift knob with shift lever collar \(Octavia III\)", page 83](#)

II - Summary of components - Gearshift mechanism as of 11.06  
⇒ ["1.11 Summary of components - Gearshift mechanism as of 11.06", page 89](#)

III - Summary of components - control cables (Superb II, Octavia III)  
⇒ ["1.15 Summary of components - control cables \(Superb II, Octavia III\)", page 103](#)



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## 1.4 Summary of components - gearshift knob with shift lever collar (Octavia II)

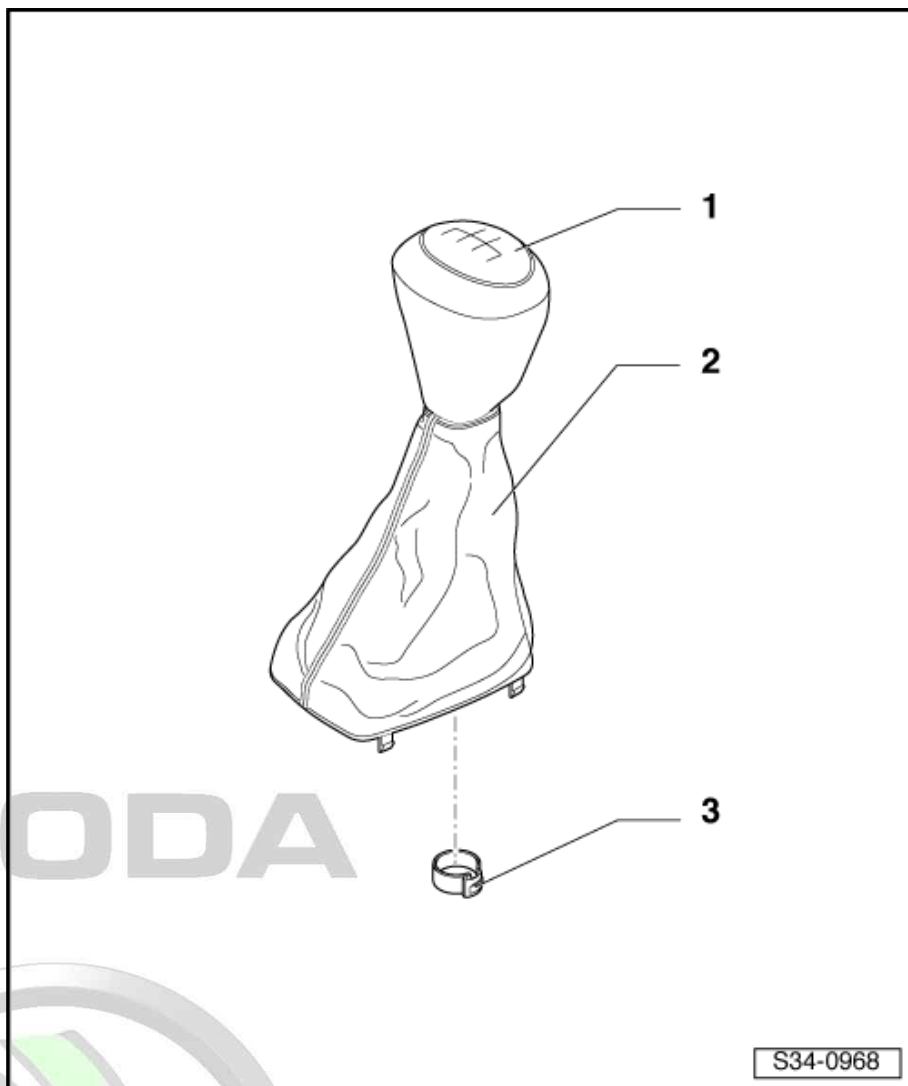
### 1 - Gearshift knob

- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ always replace together  
⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing  
⇒ [“1.7 Removing and installing gearshift knob with shift lever collar \(Octavia II\)”, page 84](#)
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver.
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

### 2 - Collar

### 3 - Open worm-type clamp

- ☐ for securing the gearshift knob to the gearshift lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts



## 1.5 Summary of components - gearshift knob with shift lever collar (Octavia III)

### 1 - Gearshift knob

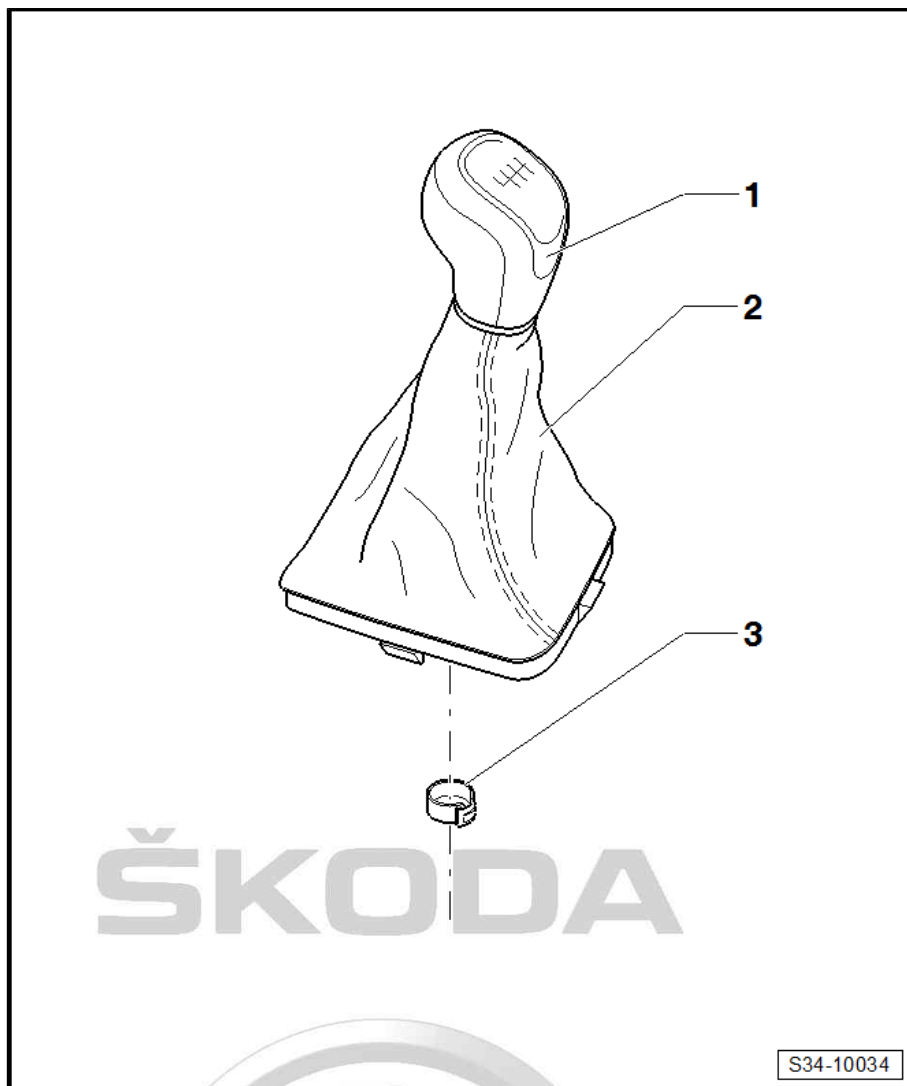
- ☐ with collar
- ☐ The gearshift knob and collar cannot be separated
- ☐ Removing and installing  
⇒ ["1.8 Removing and installing gearshift knob with shift lever collar \(Octavia III\)", page 85](#)
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver.
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ always replace together  
⇒ Electronic Catalogue of Original Parts

### 2 - Collar

- ☐ with frame

### 3 - Open warm-type clamp

- ☐ for securing the gearshift knob to the gearshift lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts



## 1.6 Summary of components - gearshift knob with shift lever collar (Superb II)

### 1 - Gearshift knob

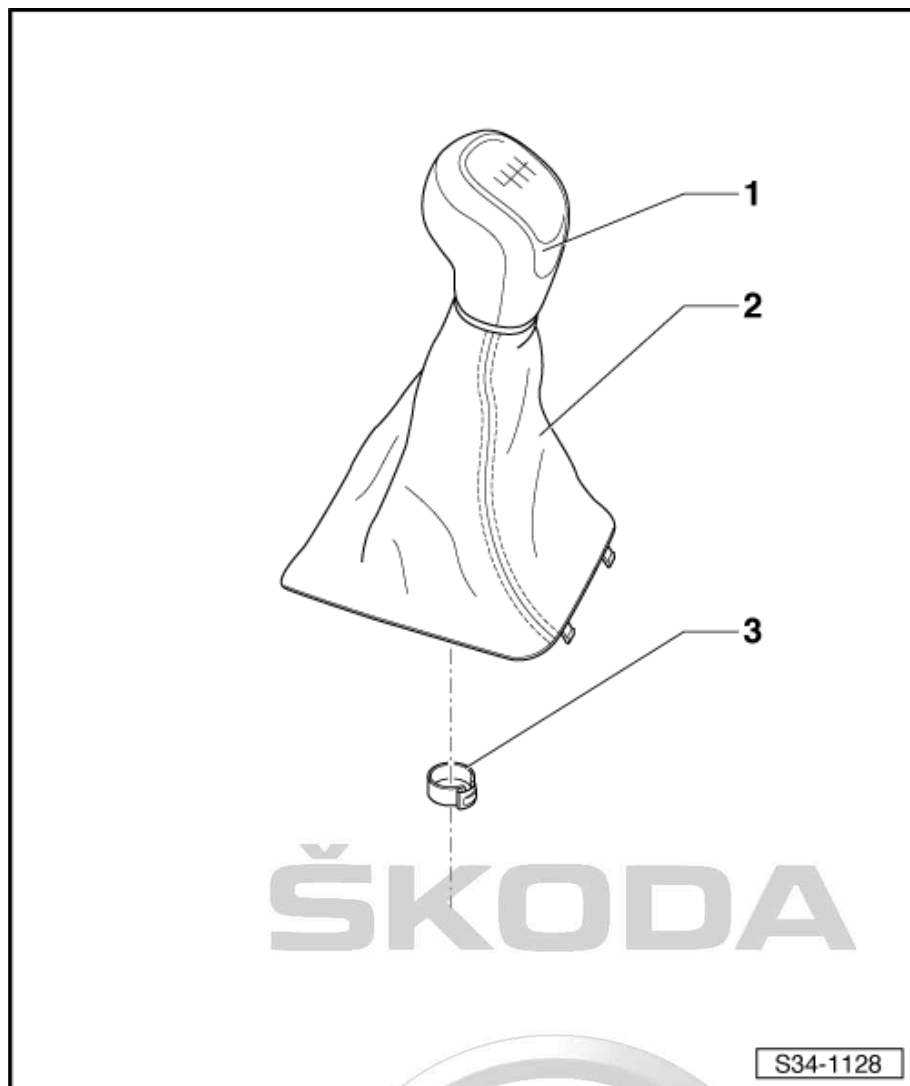
- ☐ with collar
- ☐ the gearshift knob and collar cannot be separated
- ☐ always replace together  
⇒ Electronic Catalogue of Original Parts
- ☐ Removing and installing  
⇒ ["1.8 Removing and installing gearshift knob with shift lever collar \(Octavia III\)", page 85](#)
- ☐ Plaque of gearshift lever can only be separated from the gearshift knob e.g. with a screwdriver.
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

### 2 - Collar

- ☐ The gearshift knob and collar cannot be separated
- ☐ always replace together  
⇒ Electronic Catalogue of Original Parts

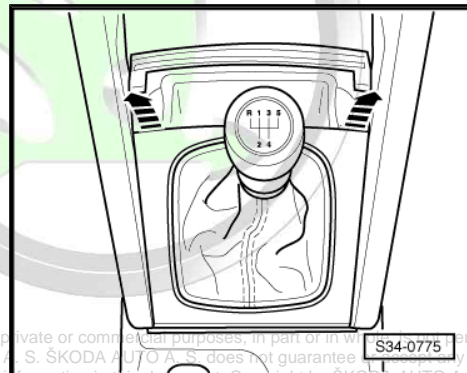
### 3 - Open warm-type clamp

- ☐ for securing the gearshift knob to the gearshift lever
- ☐ always replace ⇒ Electronic Catalogue of Original Parts



## 1.7 Removing and installing gearshift knob with shift lever collar (Octavia II)

- Lever the collar upwards and out of centre console cover -arrows-.
- Pull the collar upwards over the gearshift knob.



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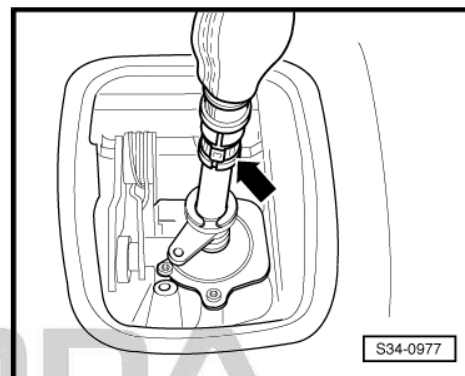


- Open clamp -arrow- and pull off gearshift knob together with the collar.

#### Install

- Turn collar inside out.
- Insert gearshift knob and collar and compress new collar clamp -arrow-.

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.



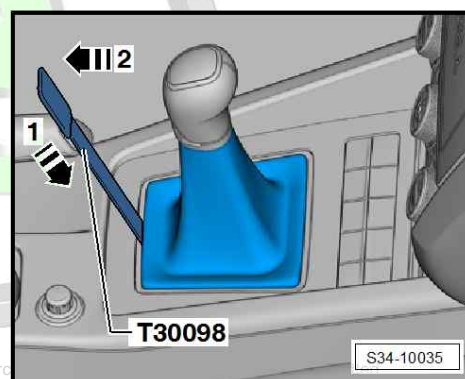
## 1.8 Removing and installing gearshift knob with shift lever collar (Octavia III)

### Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Hose strap pliers , e.g. -V.A.G 1275-

#### Removing

- Insert the release tool - T30098- at the rear centrally in the gap between the decorative frame and the collar for the shift lever -arrow 1-.
- Carefully lever the collar for the shift lever out of the centre console -arrow 2- using the release tool - T30098- .
- Pull the collar upwards over the gearshift knob.



- Open clamp -arrow- and pull off gearshift knob together with the collar.

#### Install

The installation is performed in the reverse order, pay attention to the following points:

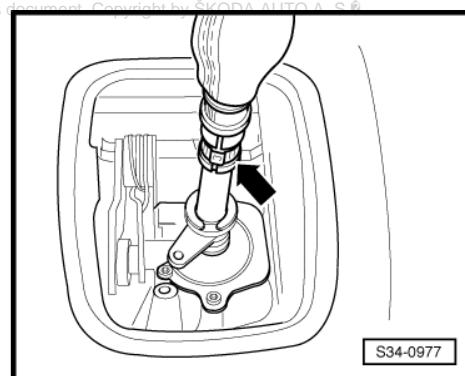
- Press the gearshift knob together with the collar as far as the stop onto the shift lever.



#### Note

*When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.*

- Attach gearshift knob with new clamp -arrow- onto gearshift lever using hose binding claw .



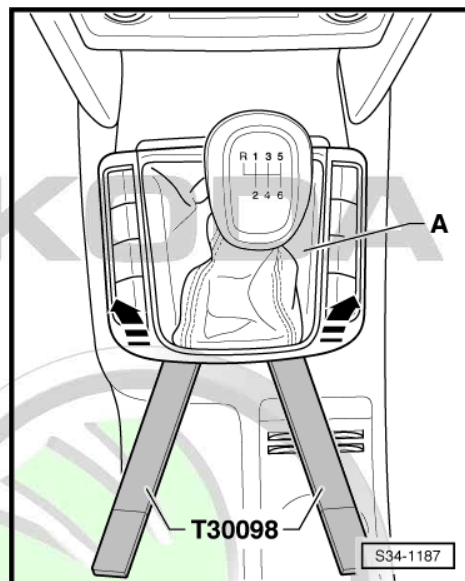
## 1.9 Removing and installing gearshift knob with shift lever collar (Superb II)

### Special tools and workshop equipment required

- ◆ Release tool - T30098-



- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.
- Pull the collar upwards over the gearshift knob.



- Open clamp -arrow- and pull off gearshift knob together with the collar.

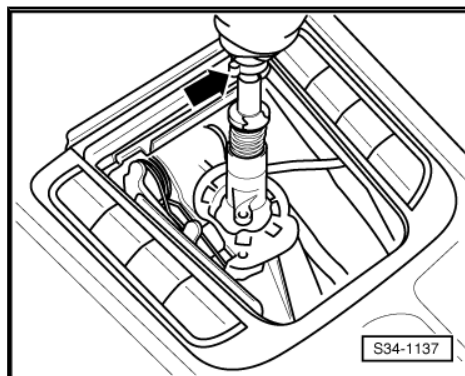
#### Install

- Turn collar inside out.



- Insert gearshift knob and collar and compress new collar clamp -arrow-.

When inserting the gearshift knob on the shift lever the gearshift knob must lock into the round slot of the gearshift lever.



## 1.10 Summary of components - Shift mechanism up to 10.06 (Octavia II)



#### Note

*Grease all bearing points and contact surfaces with grease -G 000 450 02-.*

# 1 - Cover

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

# 2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

# 3 - Shift lever

# 4 - O-ring

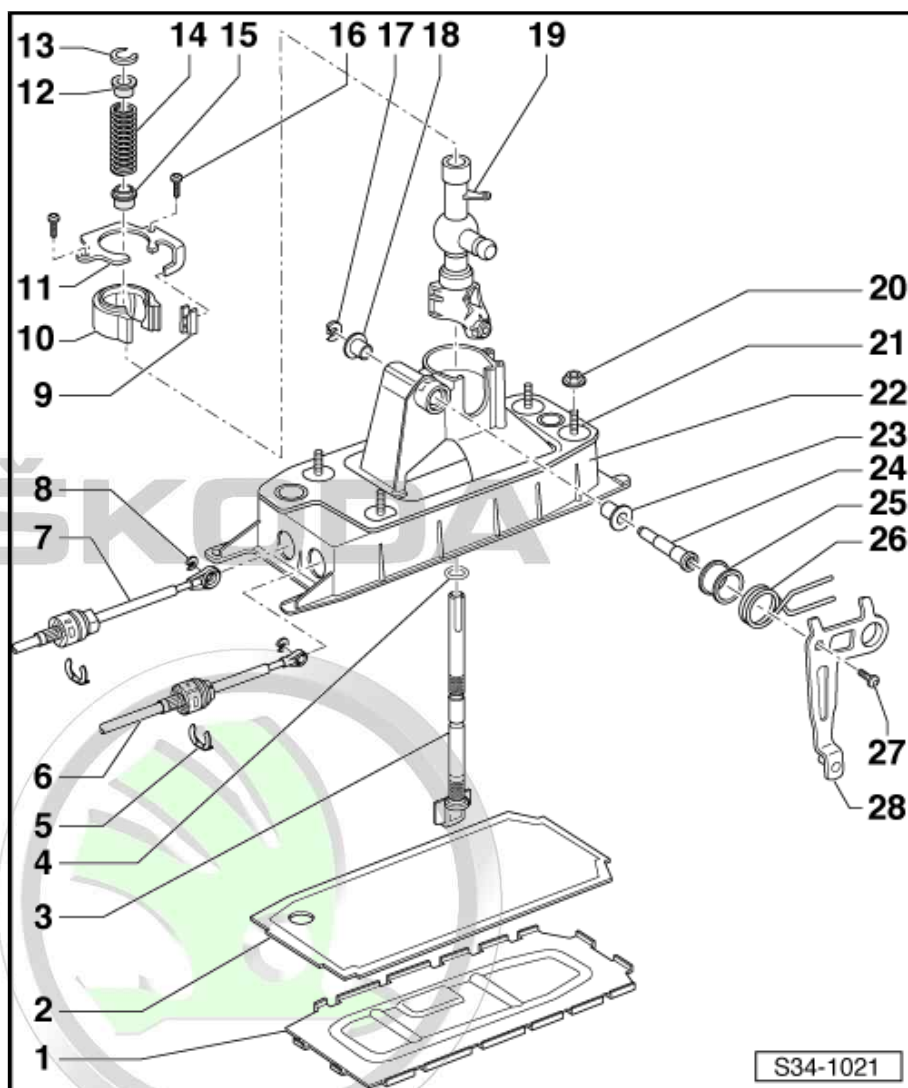
- ☐ in case of damage replace ⇒ Electronic Catalogue of Original Parts

# 5 - Locking clip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

# 6 - Selector cable

- ☐ Removing and installing ⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ adjust



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⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)

#### 7 - Shift cable

- ☐ Removing and installing ⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ adjust ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)

#### 8 - Lock washer

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 9 - Buffer

- ☐ for pressure spring Pos. 26

#### 10 - Bearing shell

#### 11 - Cover

#### 12 - Bushing

#### 13 - Circlip

- ☐ removing and installing ⇒ [page 89](#)

#### 14 - Pressure spring

- ☐ removing and installing ⇒ [page 89](#)

#### 15 - Bushing

#### 16 - Screw

- ☐ 5 Nm

#### 17 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 18 - Bushing

#### 19 - Shift lever guide

#### 20 - Nut

- ☐ M8 - 25 Nm
- ☐ M6 - 8 Nm

#### 21 - Gasket

- ☐ between shift housing and underbody
- ☐ self-adhesive

#### 22 - Shift housing

#### 23 - Bushing

#### 24 - Bearing bolt

#### 25 - Guide bush

- ☐ push onto shift housing

#### 26 - Pressure spring

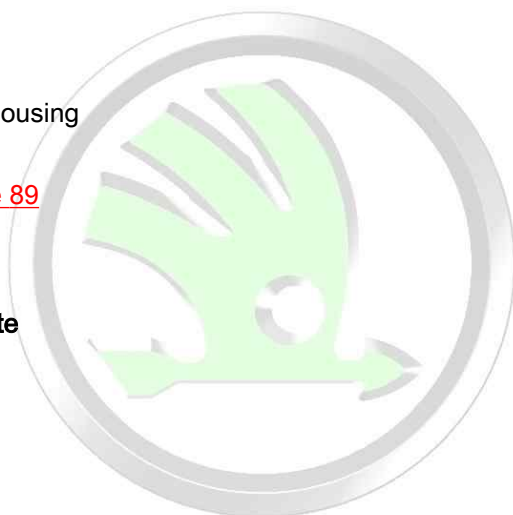
- ☐ installing ⇒ [page 89](#)

#### 27 - Screw

- ☐ 5 Nm

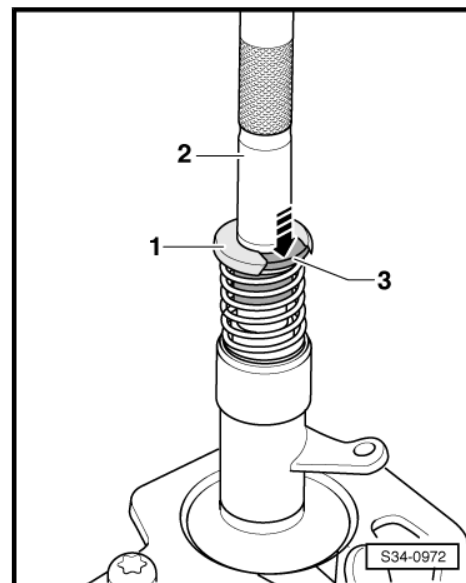
#### 28 - Selector angle plate

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### Removing and installing circlip

- Hold the gearshift lever -2-.
- Press the distance sleeve -3- in the direction of the arrow.
- Remove lock washer -1-.



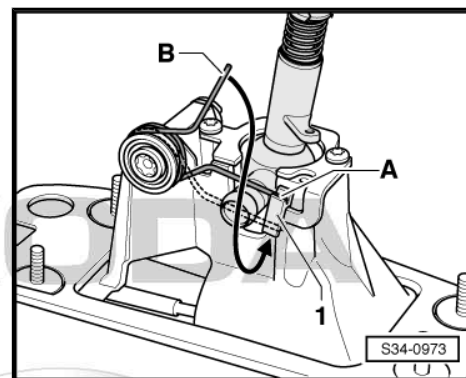
### Install pressure spring

- Insert the clamp -A- of the pressure spring from the top into the guide -1-.
- Press the clamp -B- of the pressure spring downwards and insert from the bottom into the guide.



Note

*The illustration shows without the removed selector angle plate.*



## 1.11 Summary of components - Gearshift mechanism as of 11.06



Note

*Grease all bearing points and contact surfaces with grease -G 000 450 02-.*

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## 1 - Cover

- ☐ bend up tabs for removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 2 - Gasket

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 3 - Shift lever

## 4 - O-ring

- ☐ insert onto gearshift lever -arrow- up to the stop
- ☐ in case of damage replace ⇒ Electronic Catalogue of Original Parts

## 5 - Locking clip

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 6 - Selector cable

- ☐ Removing and installing ⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 78](#)

- ☐ set time:

◆ Octavia II ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)

◆ Octavia III ⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#)

◆ Superb II ⇒ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#)

## 7 - Bush for selector cable

## 8 - Shift cable

- ☐ Removing and installing ⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ set time:

◆ Octavia II ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)

◆ Octavia III ⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#)

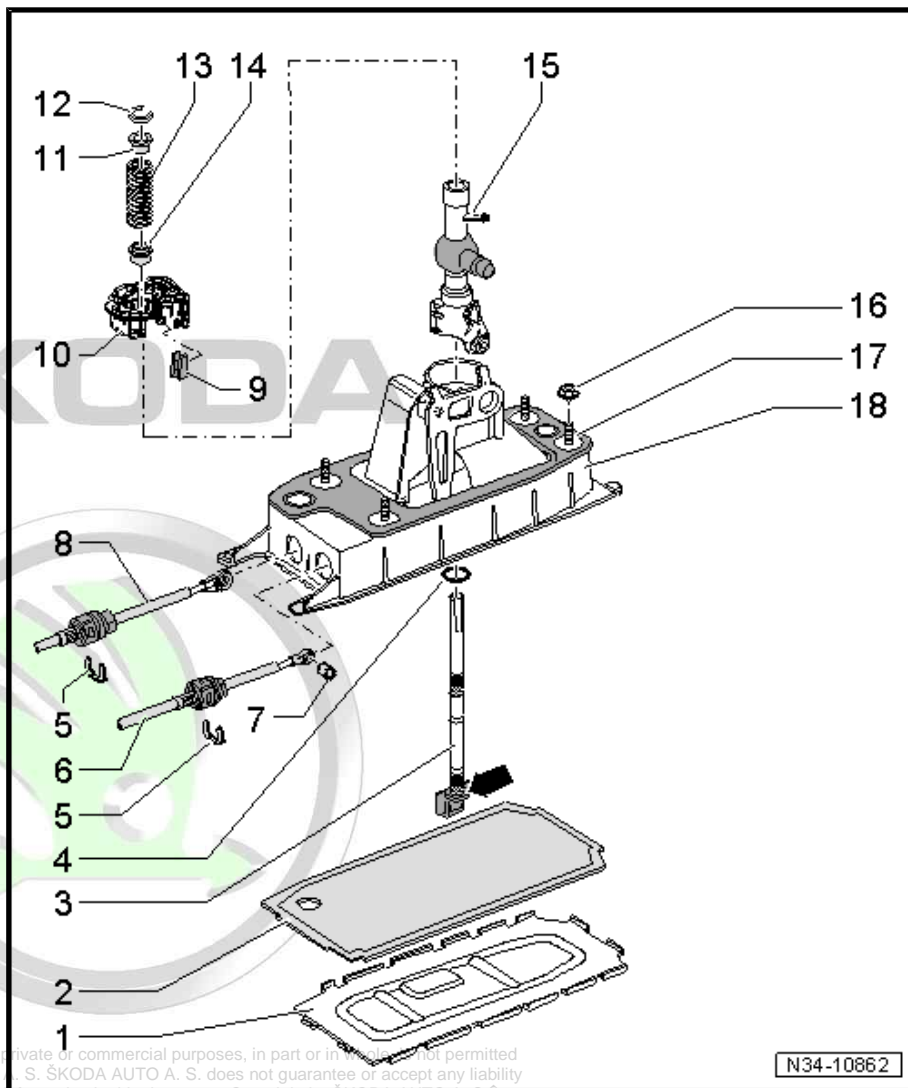
◆ Superb II ⇒ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#)

## 9 - Buffer

- ☐ removing and installing ⇒ [page 92](#)

## 10 - Bearing shell

- ☐ remove and install (Octavia II, Octavia III)  
⇒ ["1.12 Disassembling and assembling shift mechanism as of 11.06 \(Octavia II, Octavia III\)", page 92](#)



- ☐ removing and installing (Superb II)  
⇒ [“1.13 Disassembling and assembling shift mechanism \(Superb II\)”, page 95](#)
- ☐ when removing, the catches of the bearing shell are usually damaged
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 11 - Bushing

#### 12 - Circlip

- ☐ removing and installing ⇒ [page 91](#)

#### 13 - Pressure spring

#### 14 - Bushing

#### 15 - Shift lever guide

- ☐ removing and installing:
- ◆ Octavia II, Octavia III  
⇒ [“1.12 Disassembling and assembling shift mechanism as of 11.06 \(Octavia II, Octavia III\)”, page 92](#)
- ◆ Superb II ⇒ [“1.13 Disassembling and assembling shift mechanism \(Superb II\)”, page 95](#)

#### 16 - Nut

- ☐ M8 - 25 Nm
- ☐ M6 - 8 Nm

#### 17 - Gasket

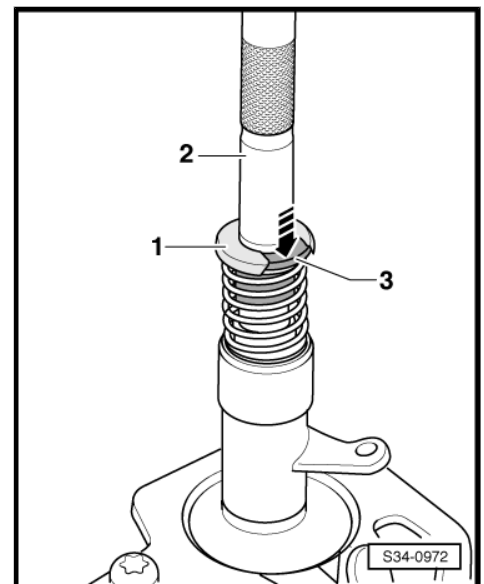
- ☐ between shift housing and underbody
- ☐ self-adhesive

#### 18 - Shift housing

- ☐ with pressure spring and selector angle
- ☐ Pressure spring as well as selector angle cannot be removed

#### Removing and installing circlip

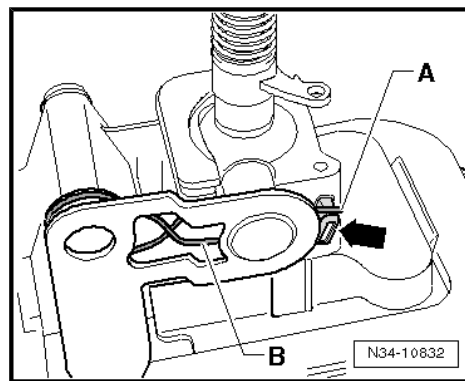
- Hold the gearshift lever -2-.
- Press the distance sleeve -3- in the direction of the arrow.
- Remove lock washer -1-.



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### Removing and installing damping -arrow-

- Press the pressure spring leg -A- to the left until it is located next to the damping -arrow-.
- Press the shift lever to the lift and pull off the damping.
- After installing the damping, the pressure spring legs -A- and -B- must rest on the damping -arrow-.



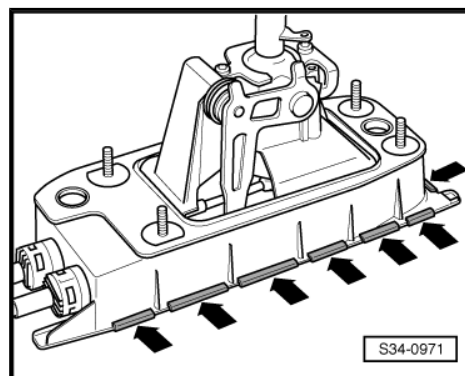
## 1.12 Disassembling and assembling shift mechanism as of 11.06 (Octavia II, Octavia III)

### Special tools and workshop equipment required

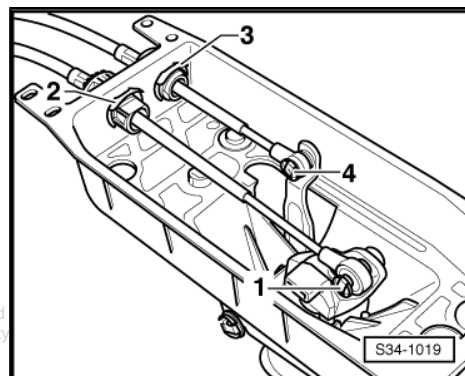
- ◆ Insert base - T10083-
- ◆ Grease - G 000 450 02-

### 1.12.1 Dismantling

- Remove shift mechanism  
⇒ [“1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)”, page 109](#) .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.



- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the gearshift lever or relay lever e.g. with a screwdriver.

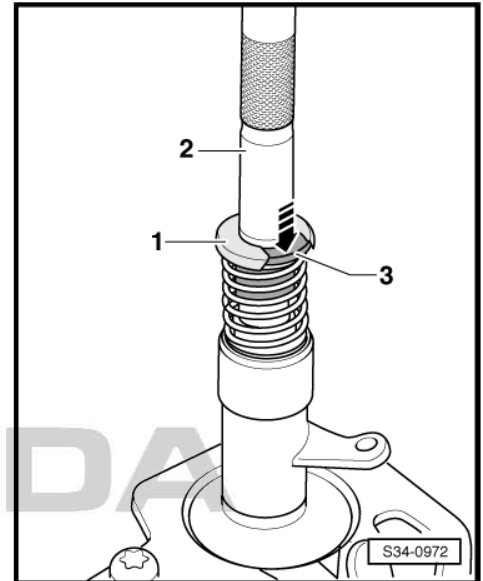


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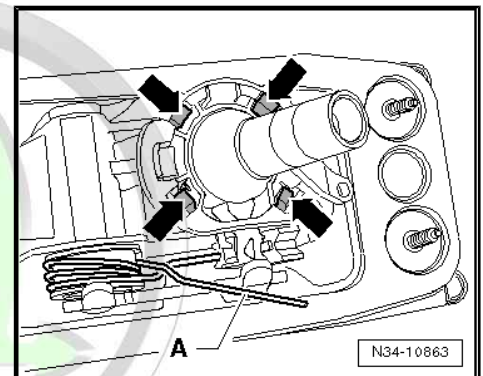
- Remove shift lever.

**i Note**

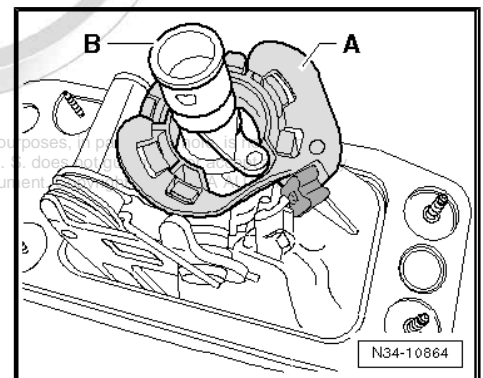
- ◆ Hold the gearshift lever -2-.
- ◆ Press the distance sleeve -3- in the direction of the arrow.
- ◆ Remove lock washer -1-.



- Offset the top pressure spring arm -A- via the peg of the selector angle.
- Press the catches of the bearing shell -arrows- e.g. with a screwdriver in -direction of arrow- (the catch can break off).



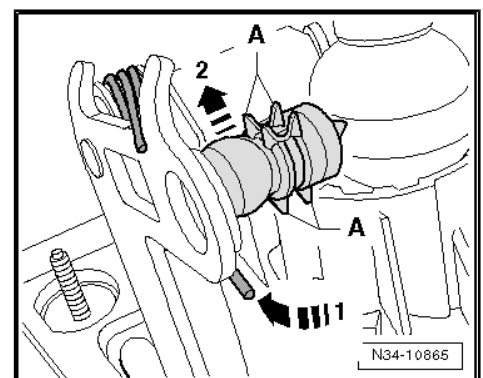
- Slacken bearing shell -A- and shift lever guide -B- from shift housing.
- Remove bearing shell -A- from shift lever guide -B-.



- Press bottom pressure spring arm -arrow 1- onto shoulder of selector angle.

**i Note**

- ◆ When removing the shift lever guide, the guides -A- must not be damaged.
- ◆ Bottom pressure spring arm -arrow 1- can slide uncontrolled out of the shoulder of the selector angle during further handling.



- Remove shift lever guide from shift housing upwards -arrow 2-.

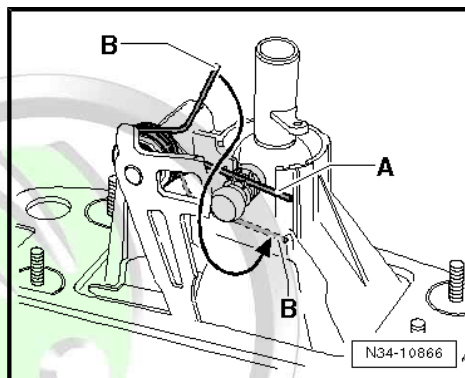
## 1.12.2 Assembling together

- Place shift lever guide into the shift housing and while doing so insert the bottom pressure spring arm -B- and the top pressure spring arm -A- into the guides see (fig. N34-10865).



### Note

For purposes of clear presentation, only the selector angle plate is partially illustrated.

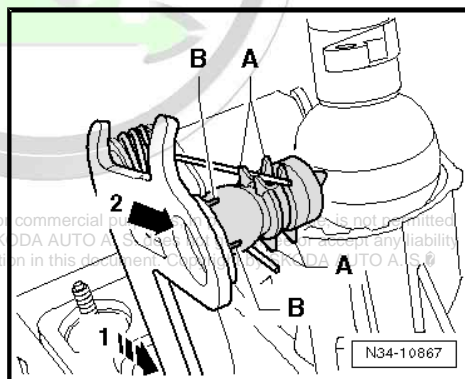


- Adjust selector angle up to the stop in -direction of arrow 1- and press the ball pin for shift lever guide into the selector angle -arrow 2-.

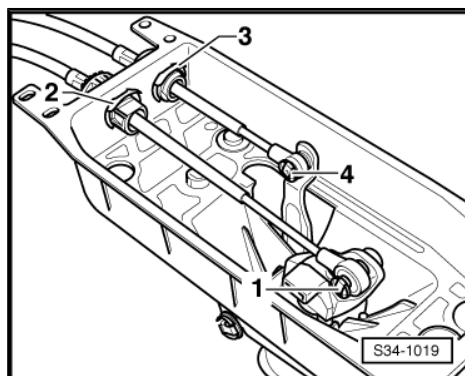
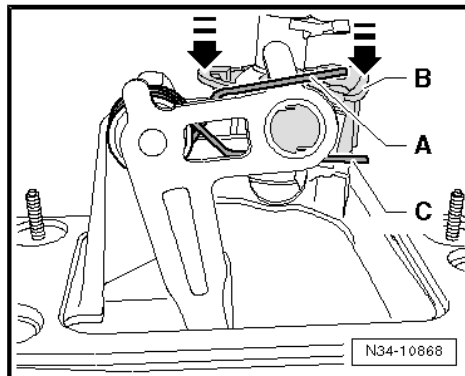


### Note

When installing, ensure that the guides -A- and the tabs -B- are not damaged.

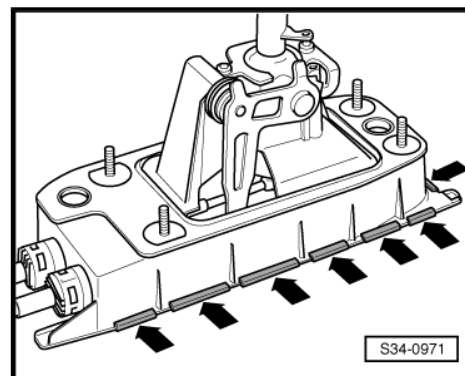


- Lay shift housing or shift lever guide underneath with insert base - T10083- in such a way that this guide is shifted as far as possible from the shift housing.
- Offset the top pressure spring arm -A- via the peg of the selector angle.
- Press new bearing shell -B- (coat with grease -G 000 450 02-) up to the stop onto the ball of shift lever guide.
- Remove shift housing from the insert base - T10083- .
- Insert top pressure arm -A- into the guide.
- Press bearing shell -B- in -direction of arrow- up to the stop into the shift housing (all catches of the bearing shell must click into place audibly).
- Install shift lever.
- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press shift cable and selector cable onto gearshift lever and relay lever into shift housing (lock washers -1 and 4- are no longer available).





- Install gasket and attach cover for shift mechanism by bending up the tabs -arrows-.
- Install shift mechanism  
⇒ ["1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)", page 109](#) .
- Setting the shift mechanism:
- ◆ Octavia II  
⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#) .
- ◆ Octavia III  
⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#) .



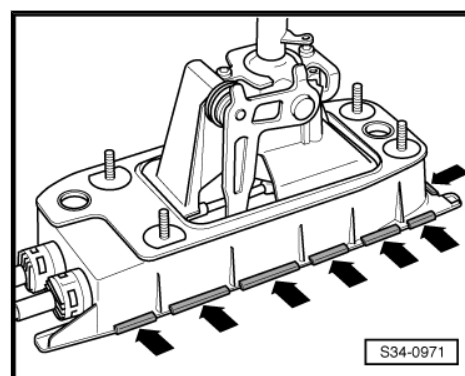
## 1.13 Disassembling and assembling shift mechanism (Superb II)

### Special tools and workshop equipment required

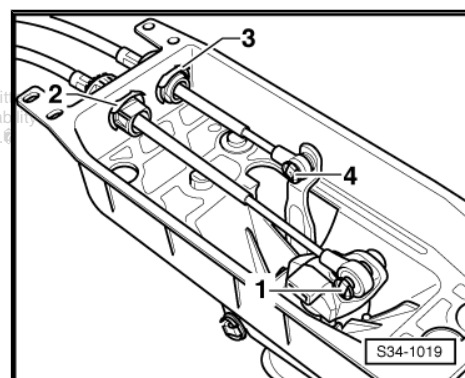
- ◆ Insert base - T10083-
- ◆ Grease - G 000 450 02-

### 1.13.1 Dismantling

- Remove shift mechanism  
⇒ ["1.18 Removing and installing shift mechanism \(Superb II\)", page 114](#) .
- Bend up the tabs -arrows- of the floor plate for shift mechanism with a screwdriver and remove the floor plate; (the tabs in the front area of the floor plate are not shown in the illustration).
- Remove gasket from shift housing.

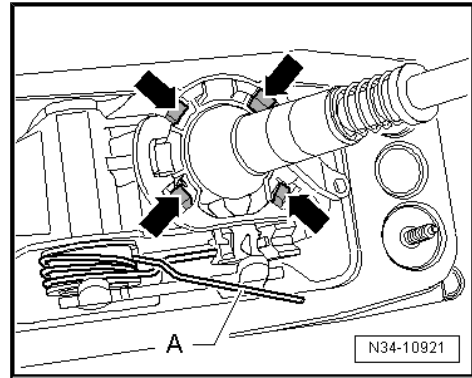


- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the gearshift lever or relay lever e.g. with a screwdriver.

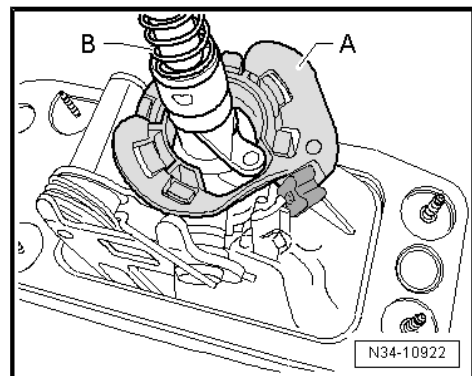




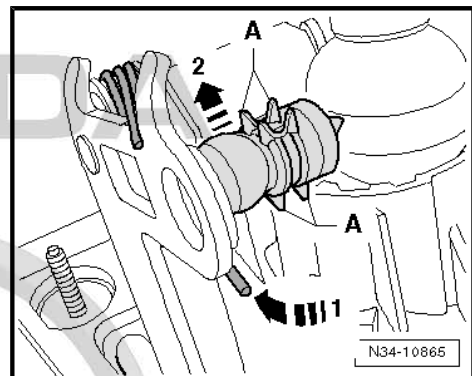
- Lift the upper leg -A- of the pressure spring over the tabs of the selector angle.
- Use a screwdriver to press the catches -arrows- of the bearing shell in direction of the bearing ball for the shift lever guide; if necessary break off the catches -arrows-.



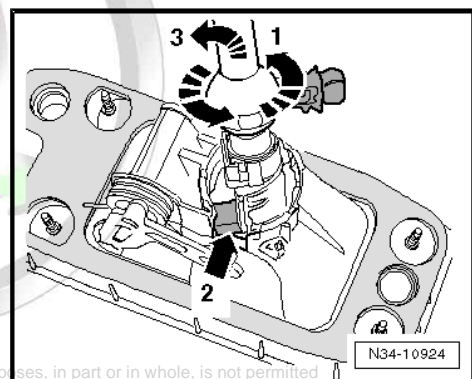
- Lever bearing shell -A- with shift lever guide and shift lever -B- out of the shift housing.
- Then press the bearing shell off the bearing ball for the shift lever guide and remove.



- During further work procedure observe the guides -A-.
- The guides -A- must not break off.
- Lever the lower leg of the pressure spring up to the stop onto the shoulder at the selector angle plate -direction of arrow 1-.
- Now pull up the shift lever guide as far as the stop and pull the ball stud out of the selector angle plate -direction of arrow 2-.



- Then turn the shift lever guide in -direction of arrow 1-.
- The stud -arrow 2- must be located in the recess of the shift housing.
- Afterwards, swivel out the shift lever guide with shift lever in -direction of arrow 3-.



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### 1.13.2 Assembling together



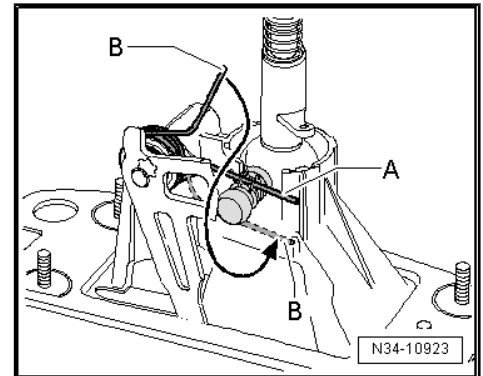
#### Caution

*The lower leg of the pressure spring (⇒ page 96) can jump off uncontrolled from the shoulder of the selector angle during further handling.*

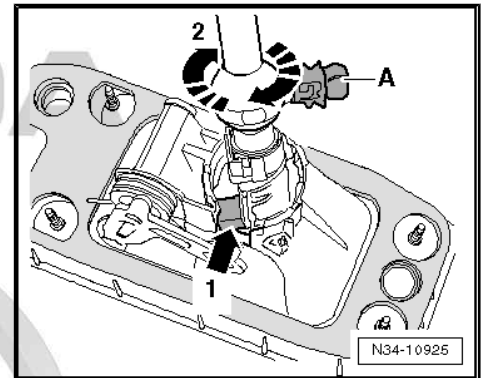
- Thus carefully press down the lower leg from the shoulder of the selector angle plate.

The legs of the pressure spring tighten “crosswise” with a loud noise

- To slacken, turn around the legs of the pressure spring -A- and -B- towards the right.
- The legs -A- and -B- must point in the opposite direction.  
(Shown here for inserted shift lever guide.)



- Insert shift lever guide with shift lever into the shift housing.
- The stud -arrow 1- is still located in the recess of the shift housing.
- Turn shift lever guide in -direction of arrow 2-, until the ball stud -A- is above the recess of the shift housing.

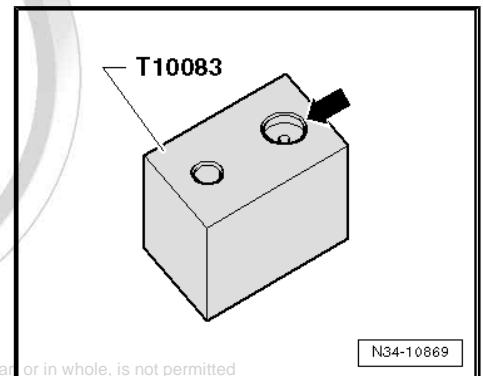


- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .



#### Note

*If necessary, first of all remove the shift lever so that the shift housing with shift lever guide can be inserted in the insert base .*

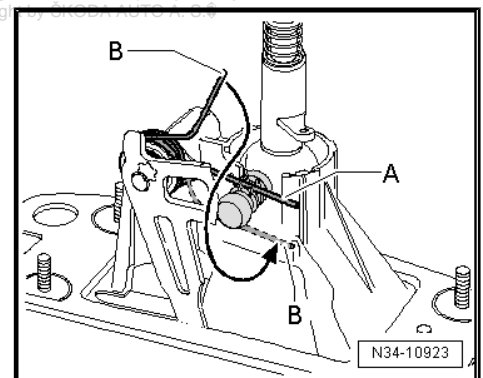


- The shift lever guide must protrude out of the shift housing as far as the stop.
- Insert the leg -A- of the pressure spring from the top into the guide.
- Pull leg -B- of pressure spring downwards and insert the leg -B- next to the guide (in direction of the spherical head).



#### Note

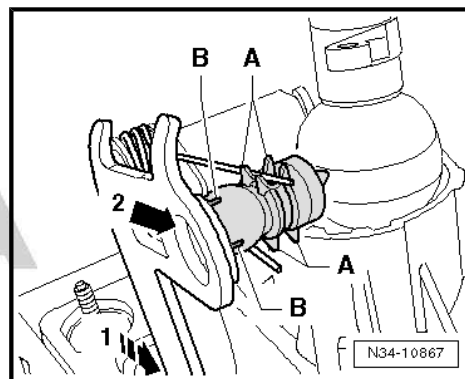
*To provide a clearer illustration, only the selector angle plate is partially illustrated.*



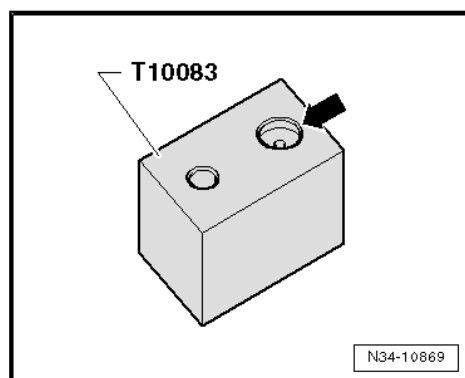
- Carefully remove shift housing with shift lever guide from the insert base - T10083- .



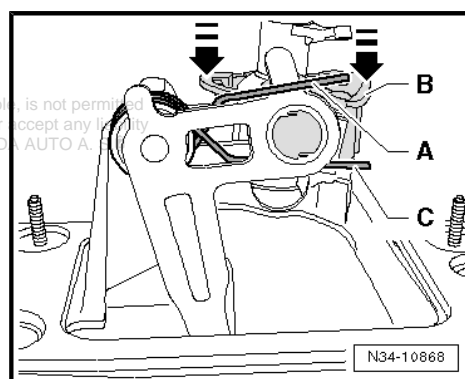
- Move selector angle plate up to stop to the rear (opposite the location holes for shift and selector cable)  
-direction of arrow 1-.
- Grease the ball stud with grease - G 000 450 02- .
- Press the ball stud into the selector angle plate -arrow 2-.
- The guides -A- and the tabs -B- must not be damaged.



- Position shift housing with shift lever guide into the larger recess -arrow- of the Insert base - T10083- .



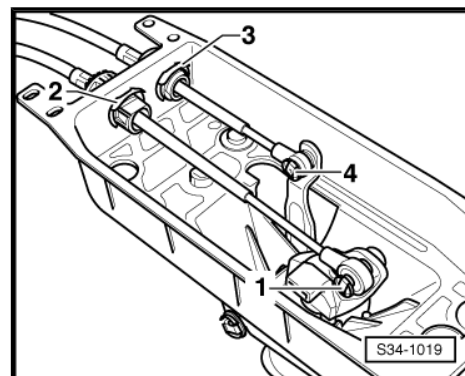
- The shift lever guide must protrude out of the shift housing as far as the stop.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate.
- Use a new bearing shell -B-.
- Grease the bearing shell and the bearing ball of the shift lever guide with grease - G 000 450 02- .
- Press the bearing shell up to stop onto the bearing ball of the shift lever guide.
- Remove shift housing from the insert base - T10083- .
- Press the bearing shell into the shift housing -arrows-.
- All catch pegs must click audibly.
- Insert the lower leg -C- of the pressure spring into the guide.
- Lift the upper leg -A- of the pressure spring over the stud of the selector angle plate into the guide.



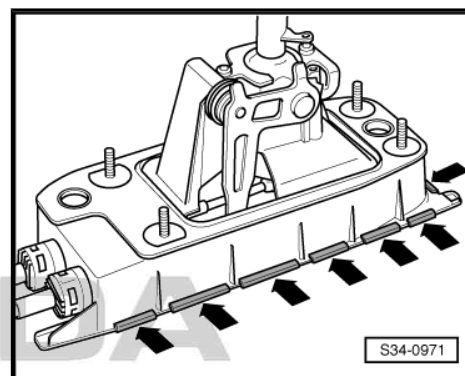
**Note**

*Install the shift lever if it was removed.*

- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press shift cable and selector cable onto gearshift lever and relay lever into shift housing (lock washers -1 and 4- are no longer available).



- Install gasket and attach floor plate for shift mechanism onto the shift housing by pressing on the tabs -arrows-.
- Install shift mechanism  
⇒ [“1.18 Removing and installing shift mechanism \(Superb II\)”, page 114](#) .
- Set the shift mechanism  
⇒ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#) .



## 1.14 Summary of components - Control cables (Octavia II)



### Note

*Grease all bearing points and contact surfaces with grease -G 000 450 02- .*



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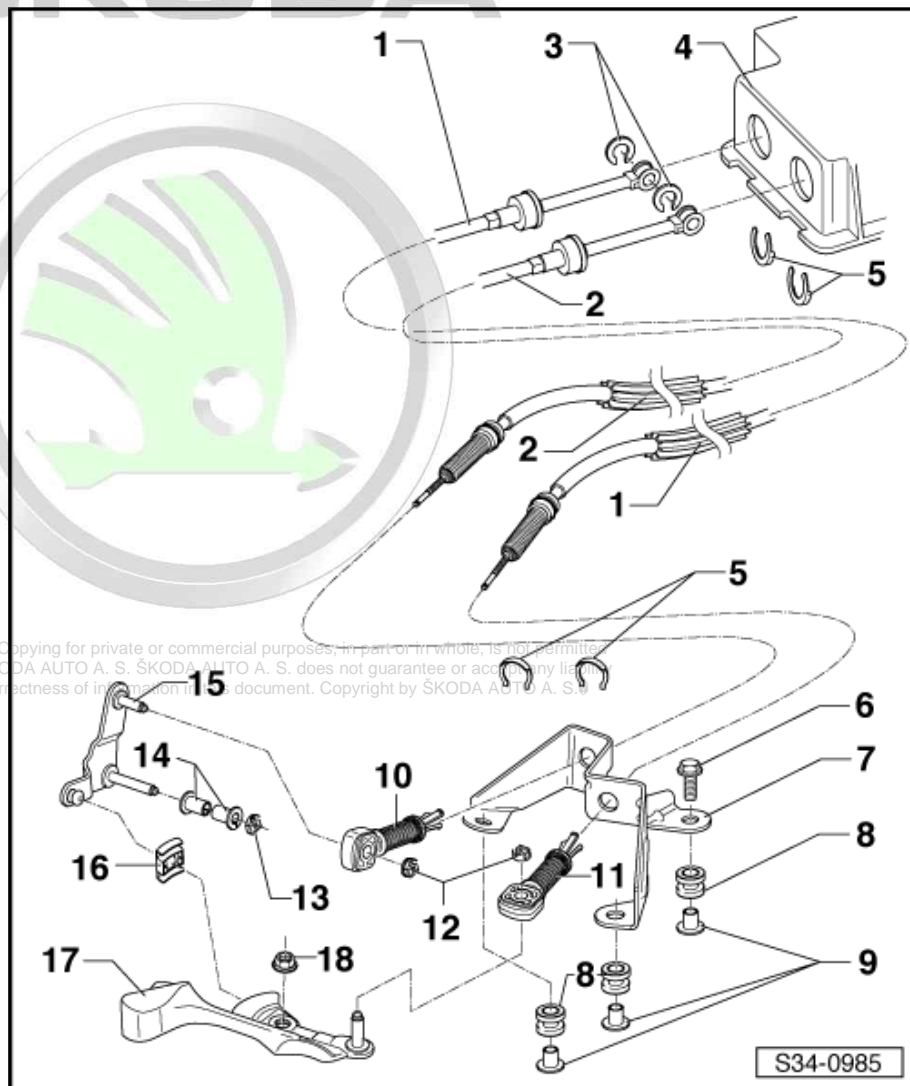


## 1 - Shift cable

- ☐ connect with cable lock  
Pos. 11
- ☐ Fitting position  
⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ Removing and installing  
⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ adjust  
⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)
- ☐ attach with cable strap  
to the selector cable  
⇒ [page 103](#)
- ☐ as of 11.06 the attachment  
of the control cable  
in the shift housing is  
modified  
⇒ ["1.11 Summary of components - Gearshift mechanism as of 11.06", page 89](#)

## 2 - Selector cable

- ☐ connect with cable lock  
Pos. 10
- ☐ Fitting position  
⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ Removing and installing  
⇒ ["1.19 Removing and](#)





[installing shift cable and selector cable", page 118](#)

- ☐ adjust ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)
- ☐ attach with cable strap to the shift cable ⇒ [page 103](#)
- ☐ as of 11.06 the attachment of the control cable in the shift housing is modified ⇒ ["1.11 Summary of components - Gearshift mechanism as of 11.06", page 89](#)

### 3 - Circlips

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ as of 11.06 the lock washers are no longer available ⇒ ["1.11 Summary of components - Gearshift mechanism as of 11.06", page 89](#)

### 4 - Shift housing

### 5 - Locking clips

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

### 6 - Screw

- ☐ 3 pieces
- ☐ for cable support
- ☐ 20 Nm

### 7 - Cable support

- ☐ can be out of plastic or metal

### 8 - Grommet

- ☐ Mounting of cable support to gearbox

### 9 - Bushing

### 10 - Cable lock for

- ☐ Selector cable at relay lever
- ☐ after installing set shift mechanism ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different ⇒ [page 102](#)
- ☐ unlock ⇒ [page 121](#) for setting the gearshift mechanism
- ☐ as of 06.07 it is fitted together with plastic relay lever ⇒ ["1.16 Plastic relay lever", page 108](#)
- ☐ remove from plastic relay lever ⇒ ["1.16 Plastic relay lever", page 108](#)
- ☐ press onto plastic relay lever ⇒ ["1.16 Plastic relay lever", page 108](#)

### 11 - Cable lock for

- ☐ Shift cable at gearbox shift lever
- ☐ after installing set shift mechanism ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#)
- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different ⇒ [page 102](#)
- ☐ unlock ⇒ [page 121](#) for setting the gearshift mechanism

### 12 - Circlips

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not required for cable lock for selector cable at relay lever, if relay lever is made of plastic

### 13 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not required, if the relay lever is made of plastic

### 14 - Bushings

- ☐ is not required, if the relay lever is made of plastic

## 15 - Reversing lever

- ☐ Fitting position ⇒ [page 103](#)
- ☐ after installing set shift mechanism ⇒ [“1.20 Setting shift mechanism \(Octavia II\)”, page 120](#)
- ☐ as of 06.07 the relay level is made out of plastic ⇒ [“1.16 Plastic relay lever”, page 108](#)
- ☐ Removing and installing plastic relay lever together with cable lock  
⇒ [“1.16 Plastic relay lever”, page 108](#)
- ☐ If the relay lever is made of plastic, neither the bushings pos. 14 nor the lock washer pos. 12 are required

## 16 - Sliding shoe

## 17 - Gearshift lever

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft ⇒ [page 103](#)
- ☐ Fitting position ⇒ [page 103](#)
- ☐ after installing set shift mechanism ⇒ [“1.20 Setting shift mechanism \(Octavia II\)”, page 120](#)
- ☐ as of 06.06 the diameter of the fixing bolt is smaller ⇒ [page 102](#)

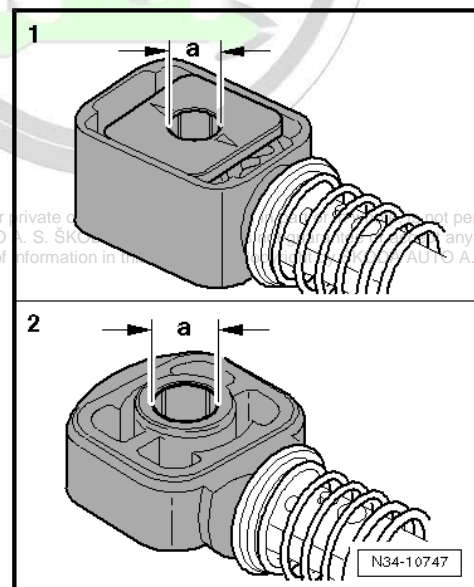
## 18 - Nut

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

## Assign cable locks

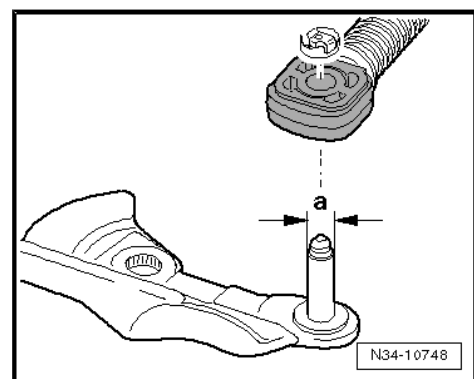
The holes in the cable locks have different diameters.

Cable lock	Dimension “a”
1 - as of 06.06 - Shift cable at gearbox shift lever	8.5 mm
2 - until 05.06 - Shift cable at gearbox shift lever	10 mm
2 - Selector cable at relay lever	8 mm
2 - Selector cable at plastic relay lever ⇒ <a href="#">“1.16 Plastic relay lever”, page 108</a>	10 mm



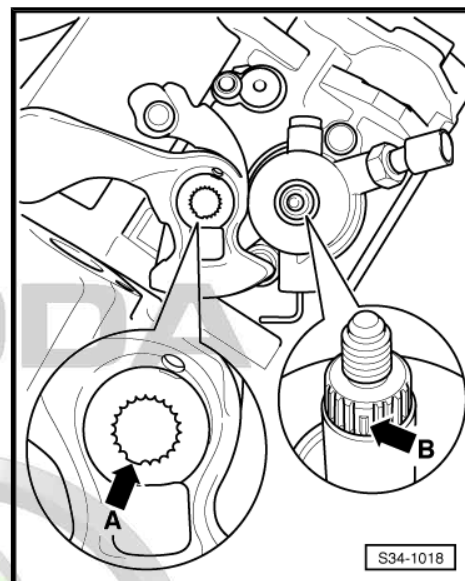
As of 06.06 the diameter of the fixing bolts is smaller

Fixing bolts	Dimension “a”
until 05.06 - Shift cable at gearbox shift lever	10 mm
as of 06.06 - Shift cable at gearbox shift lever	8.5 mm



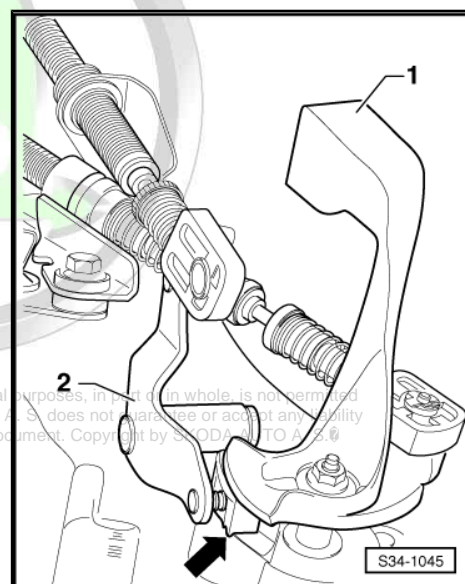
### Install gearshift lever

- When inserting the gearshift lever make sure that the gap between the teeth -arrow A- in the interrupted spacing matches the gearshift shaft -arrow B-.



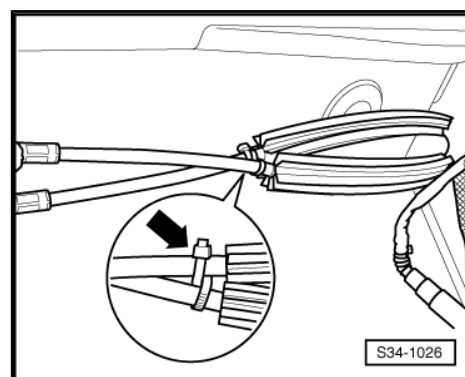
### Fitting location of gearbox shift lever/relay lever

- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



### Fitting position of cable strap for cable attachment

- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.



## 1.15 Summary of components - control cables (Superb II, Octavia III)



Note

*Grease all bearing points and contact surfaces with grease - G 000 450 02- .*



## 1 - Shift cable

- ☐ slacken from the shift lever guide within the shift mechanism
- ☐ press onto the selector angle guide within the shift mechanism
- ☐ connect with cable lock Pos. 11
- ☐ Fitting position  
⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ Removing and installing  
⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ attach with cable strap to the selector cable  
⇒ [page 107](#)
- ☐ after installing, set shift mechanism:

- ◆ Octavia III  
⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#)

- ◆ Superb II  
⇒ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#)

## 2 - Selector cable

- ☐ slacken from selector angle plate within the shift mechanism
- ☐ press onto selector angle plate within the shift mechanism
- ☐ connect with cable lock Pos. 10
- ☐ Fitting position ⇒ ["1.1 Fitting location of shift mechanism", page 78](#)
- ☐ Removing and installing ⇒ ["1.19 Removing and installing shift cable and selector cable", page 118](#)
- ☐ attach with cable strap to the shift cable ⇒ [page 107](#)
- ☐ after installing, set shift mechanism:

- ◆ Octavia III ⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#)

- ◆ Superb II ⇒ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#)

## 3 - Bush for selector cable

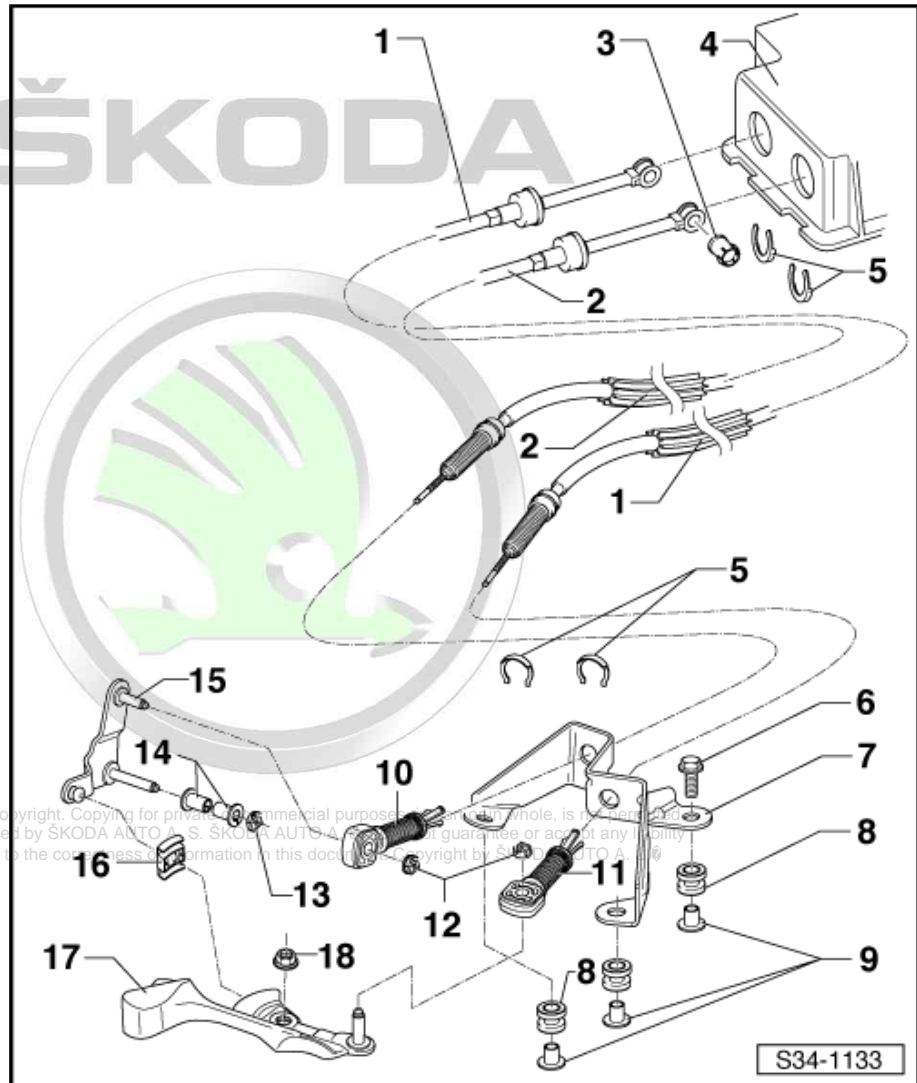
## 4 - Shift housing

## 5 - Locking clips

- ☐ do not damage cables when removing
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 6 - Screw

- ☐ 3 pieces
- ☐ for cable support
- ☐ 20 Nm





## 7 - Cable support

- ☐ out of plastic or metal

## 8 - Grommet

- ☐ 3 pieces
- ☐ Mounting of cable support to gearbox

## 9 - Bushing

- ☐ 3 pieces

## 10 - Cable lock for

- ☐ Selector cable at relay lever
- ☐ after installing, set shift mechanism:

◆ Octavia III ➤ [“1.21 Setting shift mechanism \(Octavia III\)”, page 122](#)

◆ Superb II ➤ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#)

- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different ➤ [page 106](#)
- ☐ can be fitted together with the plastic relay lever ➤ [“1.16 Plastic relay lever”, page 108](#)
- ☐ remove from plastic relay lever ➤ [“1.16 Plastic relay lever”, page 108](#)
- ☐ press onto plastic relay lever ➤ [“1.16 Plastic relay lever”, page 108](#)
- ☐ Assignment ➤ [page 106](#)

## 11 - Cable lock for

- ☐ Shift cable at gearbox shift lever
- ☐ after installing, set shift mechanism:

◆ Octavia III ➤ [“1.21 Setting shift mechanism \(Octavia III\)”, page 122](#)

◆ Superb II ➤ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#)

- ☐ do not interchange, cable locks for selector cable at relay lever and for shift cable at gearshift lever are different ➤ [page 106](#)
- ☐ Assignment ➤ [page 106](#)

## 12 - Circlips

- ☐ always replace ➤ Electronic Catalogue of Original Parts
- ☐ is not required for cable lock for selector cable at relay lever, if relay lever is made of plastic

## 13 - Lock washer

- ☐ always replace ➤ Electronic Catalogue of Original Parts
- ☐ is not required, if the relay lever is made of plastic

## 14 - Bushings

- ☐ is not required, if the relay lever is made of plastic

## 15 - Reversing lever

- ☐ Fitting position ➤ [page 107](#)
- ☐ after installing, set shift mechanism:

◆ Octavia III ➤ [“1.21 Setting shift mechanism \(Octavia III\)”, page 122](#)

◆ Superb II ➤ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#)

- ☐ can be out of plastic or metal
- ☐ Metal relay lever is located in bushings Pos. 14 and secured with lock washer Pos. 13
- ☐ if the relay lever is made of plastic, neither the bushings Pos. 14 nor the circlip Pos. 12 and Pos. 13 are required
- ☐ Removing and installing plastic relay lever together with cable lock  
➤ [“1.16 Plastic relay lever”, page 108](#)

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## 16 - Sliding shoe

## 17 - Gearshift lever

- ☐ with balancing weight
- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft ➔ [page 107](#)
- ☐ Fitting position ➔ [page 107](#)
- ☐ after installing, set shift mechanism:

♦ Octavia III ➔ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#)

♦ Superb II ➔ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#)

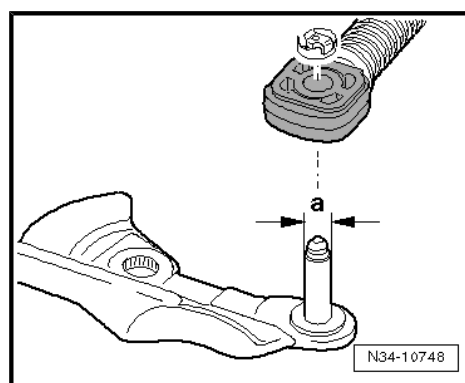
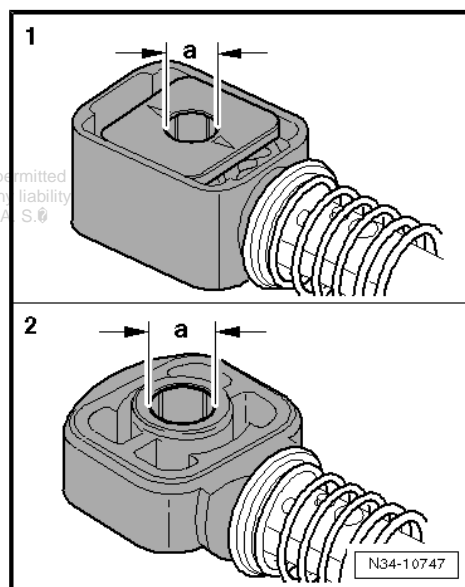
## 18 - Nut

- ☐ always replace ➔ Electronic Catalogue of Original Parts
- ☐ 23 Nm

## Assign cable locks

The holes in the cable locks have different diameters.

Cable lock for	Dimension "a"
1 - Shift cable at gearbox shift lever	8.5 mm
2 - Selector cable at metal relay lever	8 mm
2 - Selector cable at plastic relay lever ➔ <a href="#">"1.16 Plastic relay lever", page 108</a>	10 mm

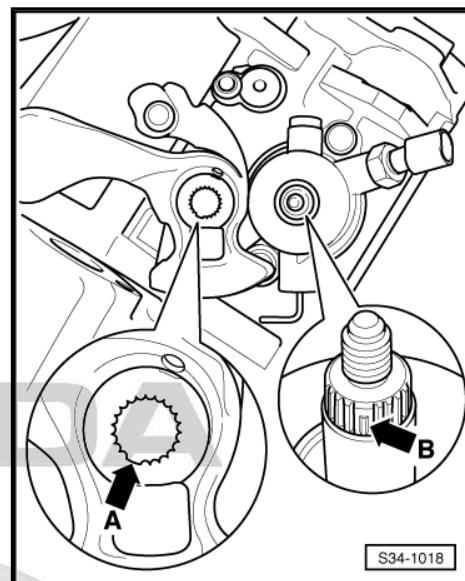


## Bolt diameter for attaching the cable lock of the shift cable

Mounting pin for the cable lock of the shift cable	Dimension "a"
Ø Bolt	8.5 mm

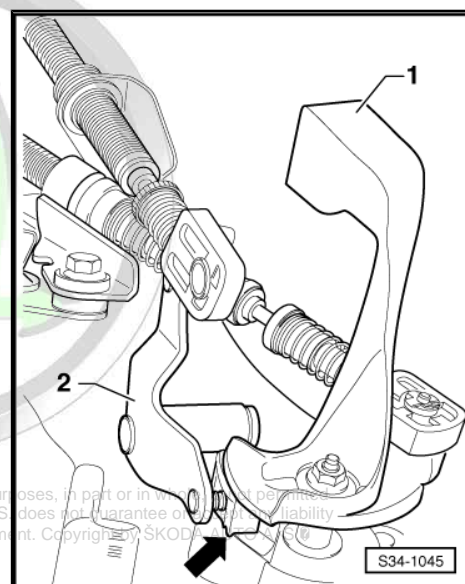
### Install gearshift lever

- When positioning the gearshift lever, make sure that the tooth opening -arrow A- is located above the interrupted spacing of the teeth for the gearshift shaft -arrow B-.



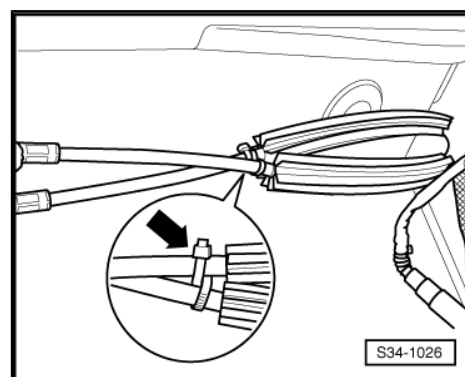
### Fitting location of gearbox shift lever/relay lever

- 1 - Gearbox shift lever with balancing weight
- 2 - Relay lever is inserted over the sliding shoe -arrow- into the sliding rail of the gearbox shift lever



### Fitting position of cable strap for cable attachment

- Cross cable strap -arrow-, in order to coil up the cables and fix as shown.

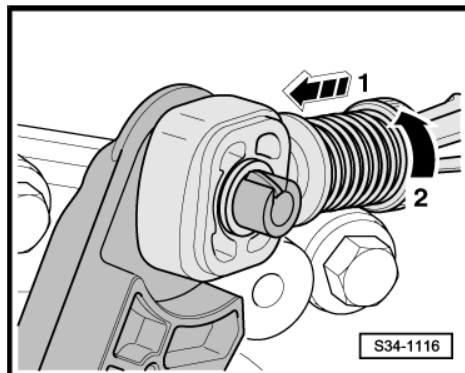


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## 1.16 Plastic relay lever

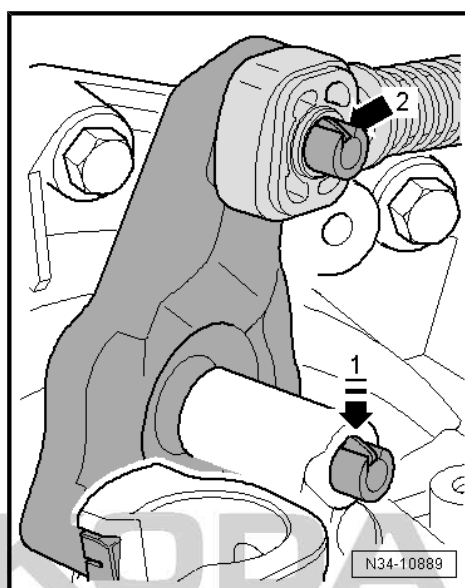
### Removing and installing plastic relay lever as of 06.07

- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Gearbox shift lever is located in the neutral position.



### The relay lever is secured with a catch -arrow 1- in the cover

- Carefully press down the catch -arrow 1- up to the stop.
- Afterwards move relay lever in its bearing point back and forward (direction of operation). To do so, carefully pull out the relay lever together with the cable lock -arrow 2-.
- Only remove the cable lock -arrow 2- on removed relay lever ➤ [page 109](#) .



### Note

*To install, grease bearing points and friction surfaces with grease - G 000 450 02- .*

- Press cable lock onto relay lever ➤ [page 109](#) .
- Insert relay lever together with cable lock.
- The catch peg -arrow 1- secures the relay lever.
- The cable lock must be located behind the catch -arrow 2-.

### The relay lever is secured with a clip -arrow 1- in the cover

- Remove the clip -arrow 1- from the opening in the relay lever.
- Afterwards, pull the relay lever together with the cable lock out of its bearing point in the gearshift cover.
- Only remove cable lock on removed relay lever ➤ [page 109](#) .

### Note

*To install, grease bearing points and friction surfaces with grease - G 000 450 02- .*

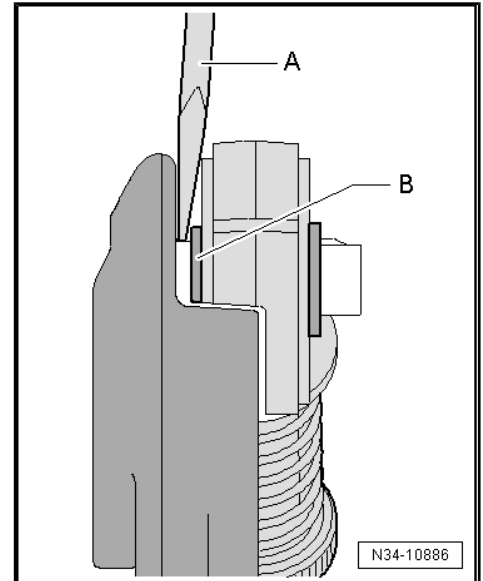
- Press cable lock onto relay lever ➤ [page 109](#) .
- Insert relay lever together with cable lock.
- Secure the relay lever with a clip -arrow 1-.



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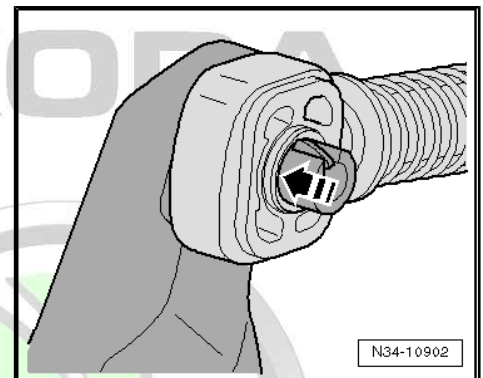
### Release cable lock for selector cable from plastic relay lever

- Relay lever removed.
- Insert cross-head screwdriver -A- between bushing -B- and relay lever.



### Press on cable lock

- Relay lever removed.
- The cable lock must only be pressed onto the bushing -arrow-.
- Cable lock at relay lever must move freely.
- It must be located behind the catch ➔ [page 108](#) .



## 1.17 Removing and installing shift mechanism (Octavia II, Superb III)

### 1.17.1 Removing

#### Special tools and workshop equipment required

- ◆ Grease - G 000 450 02-



#### Note

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*After the battery earth strap is disconnected and connected, carry out additional operations ➔ Electrical System; Rep. gr. 27 .*

- Disconnect the battery-earth strap with the ignition off ➔ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ➔ Engine; Rep. gr. 24 .





### For vehicles Octavia II

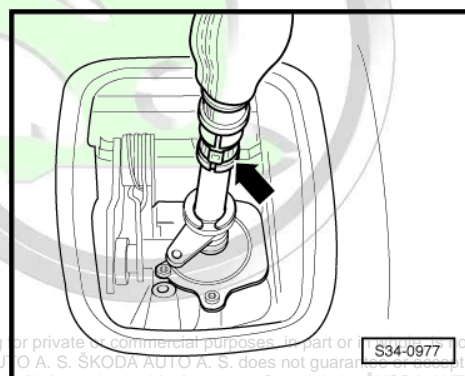
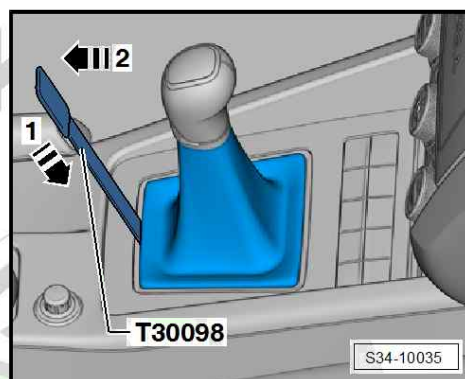
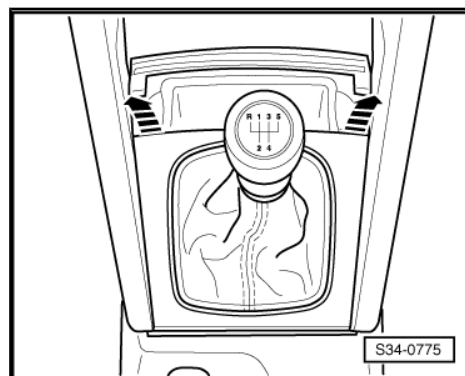
- Lever the collar upwards and out of centre console cover -arrows-.

### For the vehicles Octavia II

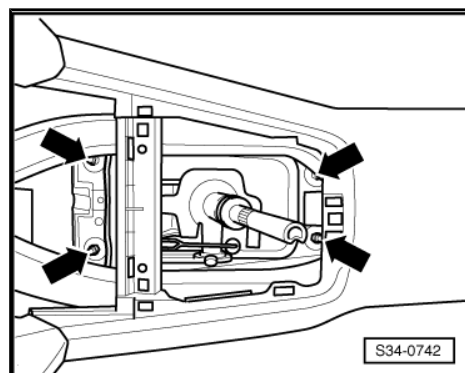
- Insert the release tool - T30098- at the rear centrally in the gap between the decorative frame and the collar for the shift lever -arrow 1-.
- Carefully lever the collar for the shift lever out of the centre console -arrow 2- using the release tool - T30098- .
- Pull the collar upwards over the gearshift knob.

### Continued for all vehicles

- Open clamp -arrow- and pull off gearshift knob together with the collar.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.



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- Remove circlip -3- for shift cable from gearbox shift lever -1-.

#### Metal relay lever

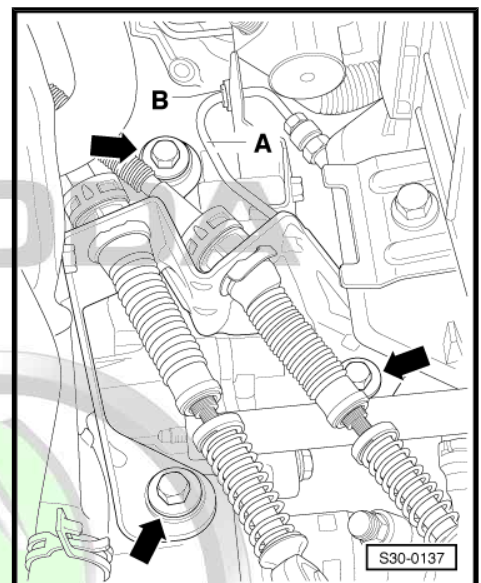
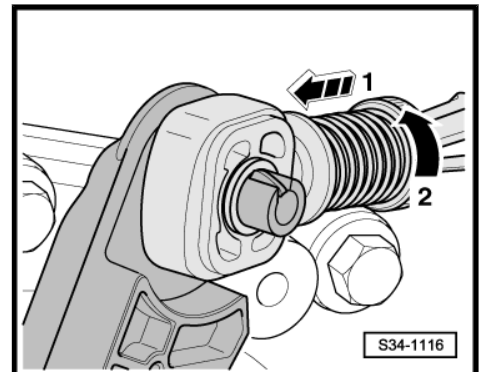
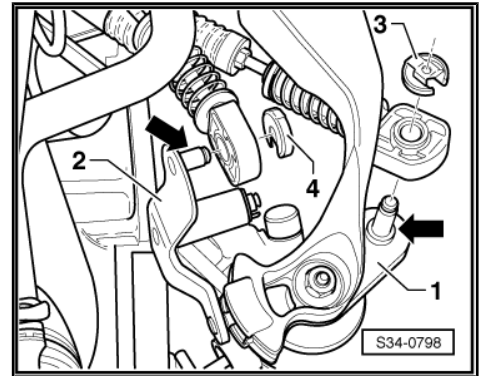
- Remove circlip -4- for selector cable from relay lever -2-.
- Remove selector cable and shift cable from the studs -arrows-.

#### Plastic relay lever

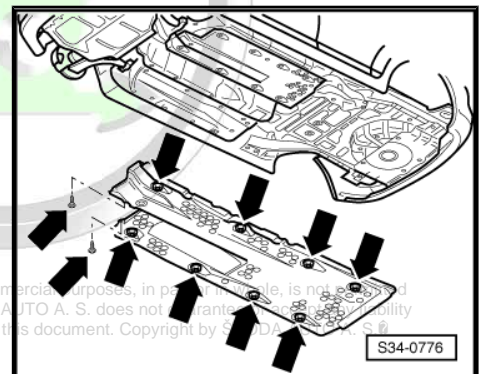
- Pull off the shift cable from the stud.
- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove relay lever together with cable lock  
⇒ [“1.16 Plastic relay lever”, page 108](#) .

#### Continued for all vehicles

- Disconnect the Bowden cable support from gearbox -arrows-, if necessary first unclip hose line -A- at bracket -B-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



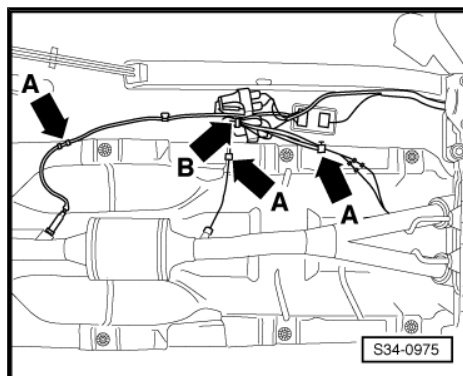
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- Clip off all lines at heat shield -arrows A-.
- Separate cable strap -arrow B-.
- Support the front exhaust pipe.



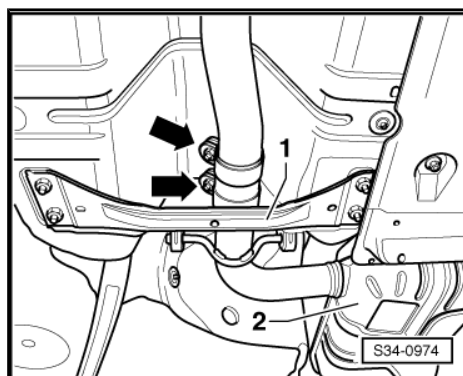
**Note**

*The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.*



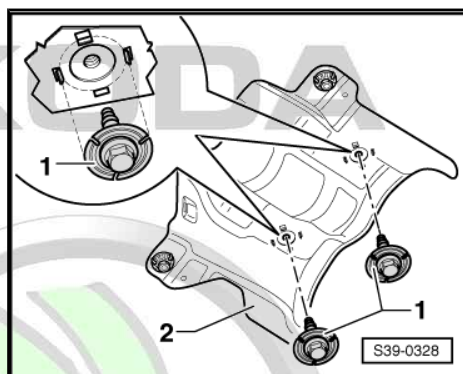
- Separate exhaust system at the clamping sleeve -arrows-.
- Unhook the rear silencer -2- from the retaining straps and remove.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26

**For vehicles with four-wheel drive**

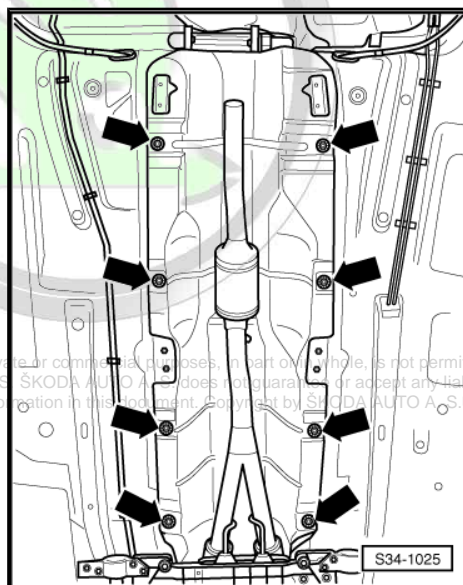


- Unscrew heat shield -2- for propshaft.
- Remove propshaft ⇒ Propshaft and final drive. rear; Rep. gr. 39 .

**For all vehicles**



- Clip off clips -arrows- and remove heat shield.
- Swivel shift housing down and remove with control cables.



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## 1.17.2 Install

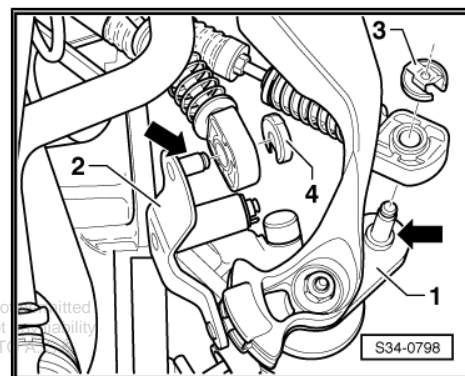
Installation is performed in the reverse order, pay attention to the following points:

The holes in the cable locks have different diameters:

- ◆ Octavia II  
⇒ ["1.14 Summary of components - Control cables \(Octavia II\)", page 99](#) .
- ◆ Octavia III  
⇒ ["1.15 Summary of components - control cables \(Superb II, Octavia III\)", page 103](#) .
- Apply a small quantity of grease - G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Always replace lock washers -3- and -4- after each removal ⇒ Electronic Catalogue of Original Parts .
- Secure the shift cable with the lock washer -3- and the selector cable with the lock washer -4- (for metal relay lever).

### Cable lock with plastic relay lever

- The relay lever and the cable lock must be installed together  
⇒ ["1.16 Plastic relay lever", page 108](#) .
- Insert the selector cable into the cable lock.



### Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.
- Replace clamp -arrow- ⇒ Electronic Catalogue of Original Parts .

### For vehicles with four-wheel drive

- Install propshaft ⇒ Propshaft and final drive. rear; Rep. gr. 39 .

### Continued for all vehicles

- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .
- Setting the shift mechanism:

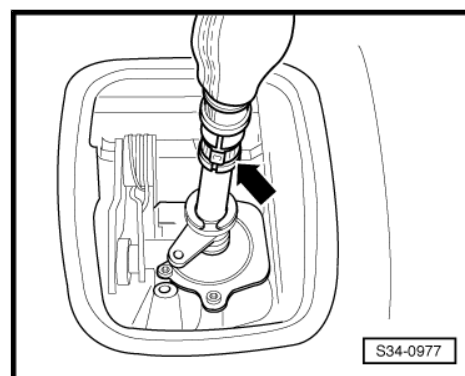
- ◆ Octavia II  
⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#) .
- ◆ Octavia III  
⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#) .
- Install air filter ⇒ Engine; Rep. gr. 24 , if it has been removed.



### Note

*After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .



## Tightening torques

Component	Nm
Shift housing to body	Octavia II (up to 10.06) ⇒ "1.10 Summary of components - Shift mechanism up to 10.06 (Octavia II)", page 86 Octavia II, Octavia III (as of 11.06) ⇒ "1.11 Summary of components - Gearshift mechanism as of 11.06", page 89
Cable support to gearbox	Octavia II ⇒ "1.14 Summary of components - Control cables (Octavia II)", page 99 Octavia III ⇒ "1.15 Summary of components - control cables (Superb II, Octavia III)", page 103
Underbody cover	⇒ Body Work; Rep. gr. 50

## 1.18 Removing and installing shift mechanism (Superb II)

### 1.18.1 Removing

#### Special tools and workshop equipment required

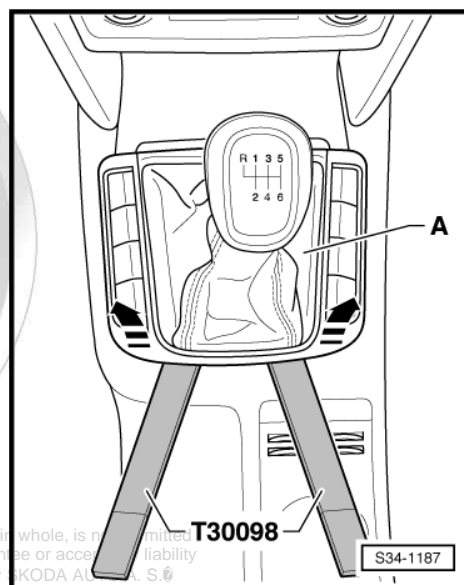
- ◆ Release tool - T30098-
- ◆ Grease - G 000 450 02-



#### Note

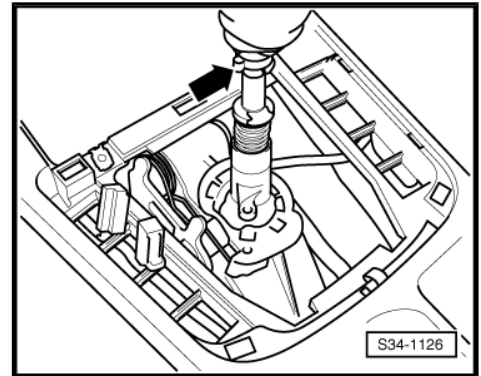
After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .
- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.

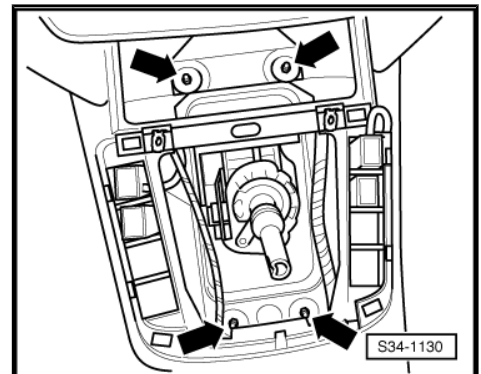




- Open clamp -arrow- and pull off gearshift knob together with the collar.
- If present, detach the noise insulation.
- Removing ashtray ⇒ Body Work; Rep. gr. 68 .



- Unscrew nuts -arrows- attaching the shift housing.

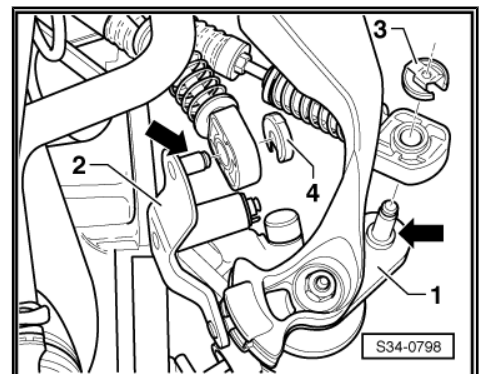


- Remove lock washer -3- for shift cable from gearbox shift lever -1-.
- Pull off shift cable from the stud -arrow-.

#### Metal relay lever

- Remove circlip -4- for the selector cable from relay lever -2-.
- Remove selector cable and shift cable from the studs -arrows-.

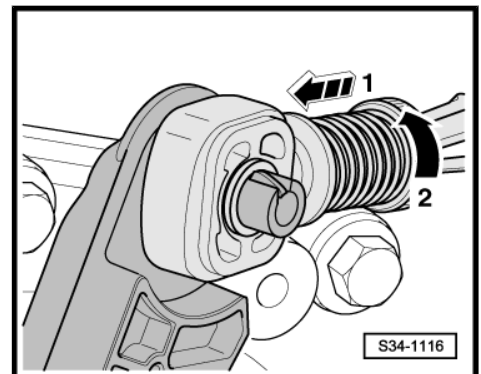
#### Plastic relay lever



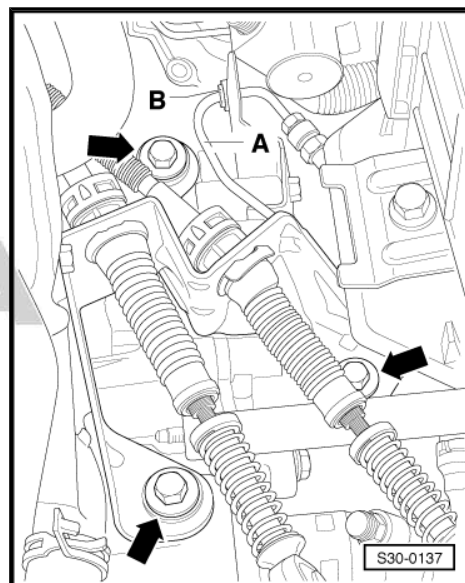
#### Separate cable lock from selector cable

- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove plastic relay lever together with the cable lock ⇒ [“1.16 Plastic relay lever”, page 108](#) .

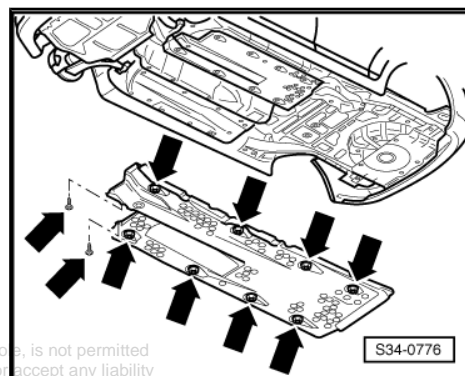
#### Continued for all vehicles



- Disconnect the Bowden cable support from gearbox -arrows-, if necessary first unclip hose line -A- at bracket -B-.
- If present, remove the sound dampening system ⇒ Body work; Rep. gr. 50 .



- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridges below the exhaust system ⇒ Engine; Rep. gr. 26 .



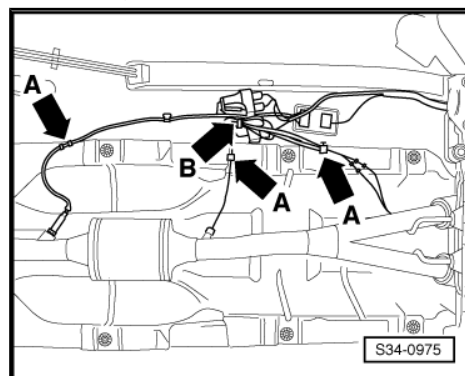
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- Clip off all lines at heat shield -arrows A-.
- Separate cable strap -arrow B-.
- Support the front exhaust pipe.

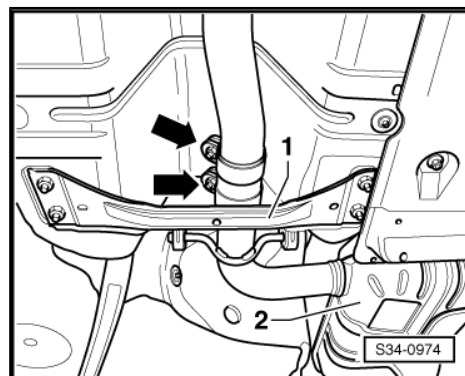


**Note**

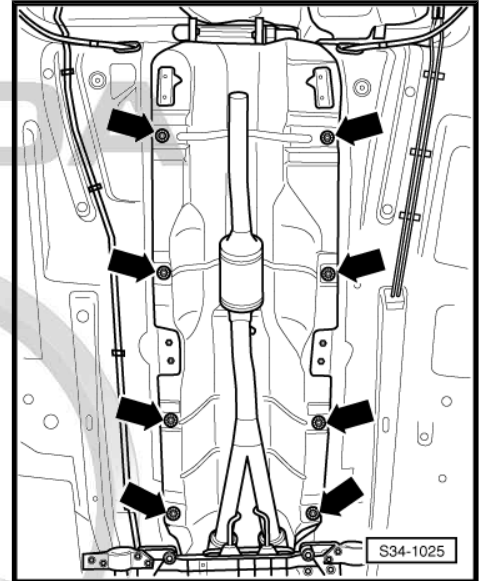
*The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.*



- Separate exhaust system at the clamping sleeve -arrows-.
- Unhook the rear silencer -2- from the retaining straps and remove.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .



- Clip off clips -arrows- and remove heat shield.
- Swivel shift housing down and remove with control cables.



## 1.18.2 Install

Installation is performed in the reverse order, pay attention to the following points:

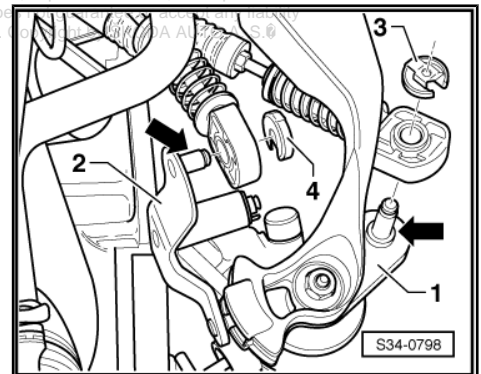
The holes in the cable locks have different diameters

⇒ [page 106](#)

- Apply a small quantity of grease -G 000 450 02- onto the studs -arrows- of the gearbox shift lever -1- and of the relay lever -2-.
- Always replace lock washers -3- and -4- after each removal ⇒ Electronic Catalogue of Original Parts .
- Secure the shift cable with the lock washer -3- and secure the selector cable (for metal relay lever) with the lock washer -4-.

### Cable lock with plastic relay lever

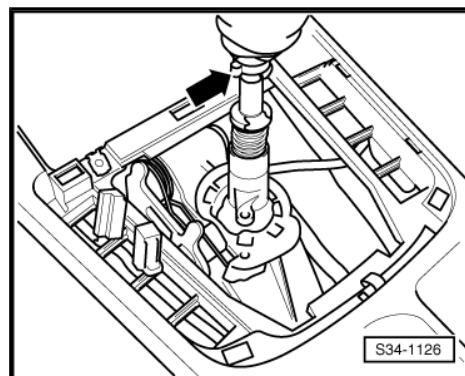
- Relay lever and cable lock must be installed together  
⇒ ["1.16 Plastic relay lever", page 108](#) .
- Insert the selector cable into the cable lock.



### Continued for all gearshift mechanisms

- Align shift housing parallel to vehicle body.
- The distance to the vehicle body must be the same on both sides.

- Replace clamp -arrow- ⇒ Electronic Catalogue of Original Parts .
- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Installing ashtray ⇒ Body Work; Rep. gr. 68 .
- Set the shift mechanism  
⇒ [“1.22 Setting shift mechanism \(Superb II\)”](#), page 124 .
- Install air filter ⇒ Engine; Rep. gr. 24 .



## Note

After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .

- Connect earth strap of battery while paying attention to the notes in the ⇒ Electrical System; Rep. gr. 27 .

## Tightening torques

Component	Nm
Shift housing to body	⇒ <a href="#">“1.11 Summary of components - Gearshift mechanism as of 11.06”</a> , page 89
Cable support to gearbox	⇒ <a href="#">“1.15 Summary of components - control cables (Superb II, Octavia III)”</a> , page 103
Underbody cover	⇒ Body Work; Rep. gr. 50

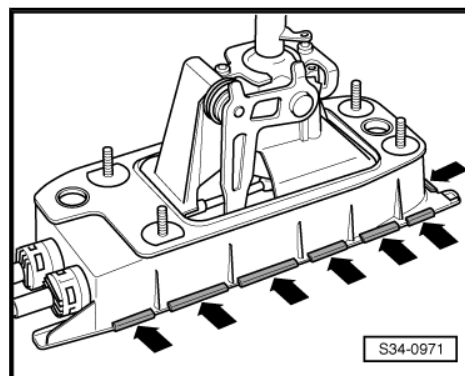
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## 1.19 Removing and installing shift cable and selector cable

### 1.19.1 Removing

- Removing shift mechanism:
- ♦ Octavia II, Octavia III  
⇒ [“1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)”](#), page 109 .
- ♦ Superb II  
⇒ [“1.18 Removing and installing shift mechanism \(Superb II\)”](#), page 114 .
- Bend up tabs -arrows- of cover for the shift mechanism using a screwdriver and remove cover.
- Remove gasket ring.

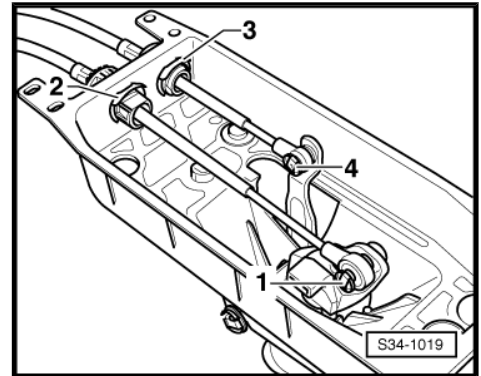
Vehicles up to 10.06 (Octavia II)





- Remove circlips -1,2,3,4- and remove shift cable and selector cable from shift housing.

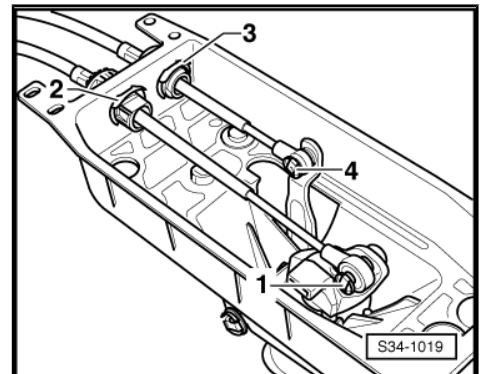
Vehicles as of 11.06



- Remove lock washers -2 and 3- (lock washers -1 and 4- are no longer available), selector cable and shift cable must be levered off from the gearshift lever or relay lever e.g. with a screwdriver.

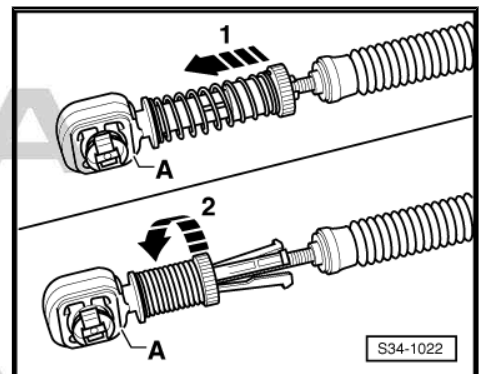
Continued for all vehicles

- Remove shift cable and selector cable from shift housing.

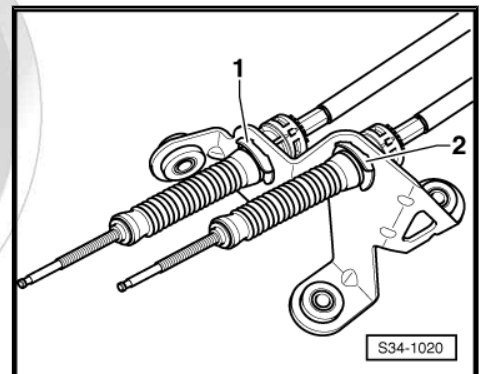


Unlock catches -A- for shift cable and selector cable as follows:

- Slide sliding sleeve forwards up to the stop -arrow 1-.
- Turn sliding sleeve to the right up to the stop -arrow 2- until it locks in place.
- Remove the catches from the cables.



- Remove circlips -1- and -2-.
- Remove the cable support from the cables.



## 1.19.2 Install

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Installation is performed in the reverse order, pay attention to the following points:



### Vehicles up to 10.06 (Octavia II)

- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Fasten shift cable and selector cable onto gearshift lever and relay lever in shift housing with lock washers -1 and 4-.

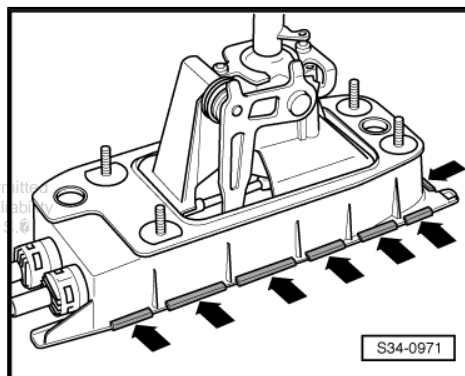
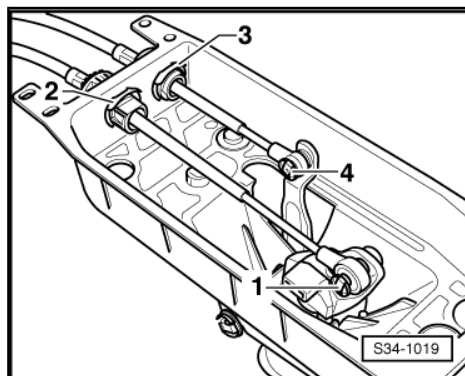
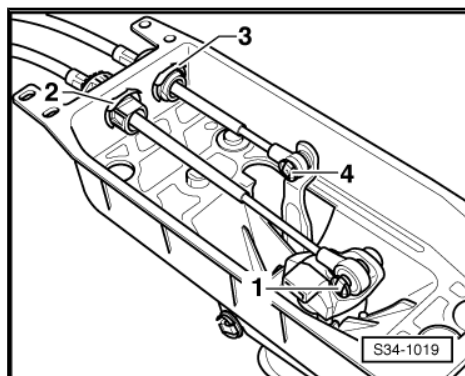
### Vehicles as of 11.06

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- Attach shift cable and selector cable to shift housing with circlips -2 and 3-.
- Press shift cable and selector cable onto gearshift lever and relay lever into shift housing (lock washers -1 and 4- are no longer available).

### Continued for all vehicles

- Install gasket and attach cover for shift mechanism by bending up the tabs -arrows-.
- Installing shift mechanism:
  - ♦ Octavia II, Octavia III  
⇒ [“1.17 Removing and installing shift mechanism \(Octavia II, Superb III\)”](#), page 109
  - ♦ Superb II  
⇒ [“1.18 Removing and installing shift mechanism \(Superb II\)”](#), page 114 .
- Setting the shift mechanism:
  - ♦ Octavia II  
⇒ [“1.20 Setting shift mechanism \(Octavia II\)”](#), page 120 .
  - ♦ Octavia III  
⇒ [“1.21 Setting shift mechanism \(Octavia III\)”](#), page 122 .
  - ♦ Superb II  
⇒ [“1.22 Setting shift mechanism \(Superb II\)”](#), page 124 .



## 1.20 Setting shift mechanism (Octavia II)

### Special tools and workshop equipment required

- ♦ Rig pin - T10027A-

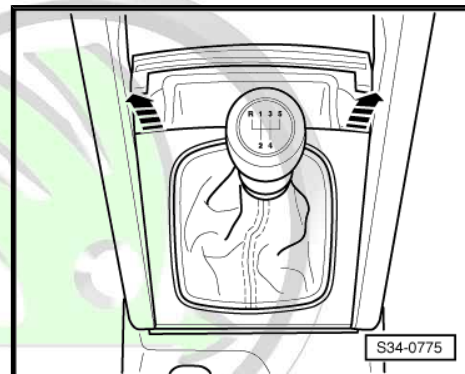


### Note

*The following are required for correct setting of the shift mechanism:*

- Gearbox, clutch and clutch control in perfect condition
- Shift mechanism operates freely

- Control elements and transmission elements of the shift mechanism are in perfect condition
- Gearbox in Neutral
  - Open the ashtray.
  - Carefully lever off the cover from the centre console -arrows-.
  - Pull the cover upwards over the gearshift knob.
  - Guide shift lever in neutral position to the left into the 1st/2nd selector gear gate.
  - Partly pull off the noise cover aside.

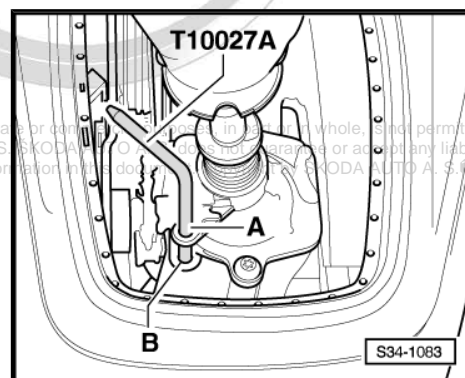


- Lock shift lever with rig pin -T10027A- .



#### Note

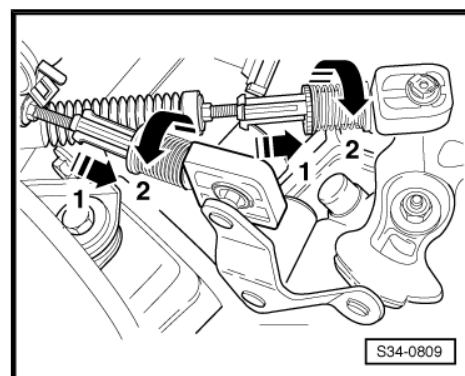
*The illustration shows the shift lever with the noise covers removed.*



- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .

Unlock catches for shift cable and selector cable as follows:

- Push sliding sleeve at shift cable and at selector cable forwards up to the stop -arrow 1-.
- Turn the sliding sleeves in direction of the -arrows 2- as far as the stop until they lock in place.



#### Note

*The cables can be moved in the catches.*

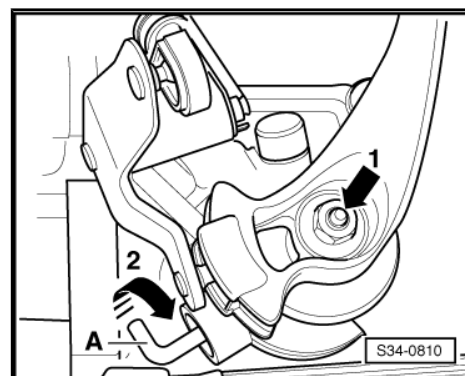
- Gearbox in Neutral.

Lock the gearshift shaft as follows:

- Push down the gearshift lever in the direction of arrow -1- into the gate of the 1st/2nd gear. Turn the angle lever -A- in direction of arrow -2-, until it locks.

This locks the gearshift shaft and can no longer be moved.

- Make sure that the shift cable and selector cable sit stress-free in the catches.





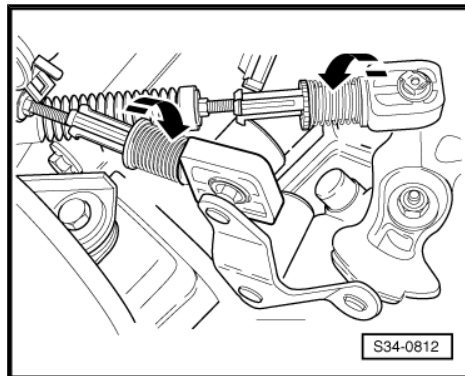
- Turn sliding sleeves at shift cable and selector cable in -direction of the arrow- up to the stop.

The springs push the sliding sleeves back into the initial position.

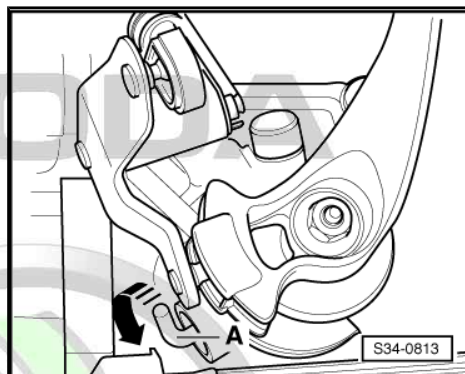


#### Note

*The shift cables are now adjusted.*



- Turn angle lever -A- back to the initial position (in -direction of arrow-).
- Pull rig pin -T10027A- out of the gearshift mechanism.
- Install shift lever collar.
- Install air filter ⇒ Engine; Rep. gr. 24 .

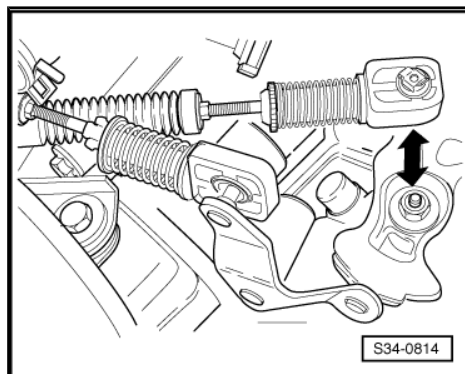


### 1.20.1 Functional test

- The shift lever must be positioned in neutral position in the selector gear gate of the 3rd/4th gear.
- Press clutch.
- Shift through all gears several times. Pay particular attention to proper operation of the reverse gear lock.

If the gearshift lever catches when repeatedly engaging a gear, check the play (stroke) of the shift shaft as follows:

- Engage 1st gear.
- Push shift lever fully to the left and release again.
- At the same time, observe the shift shaft at the gearbox (2nd mechanic).
- When the gearshift lever is moved, the shift shaft must make a stroke of about 1 mm (in direction of arrow).
- If this is not the case set gearshift mechanism ⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#) .



### 1.21 Setting shift mechanism (Octavia III)

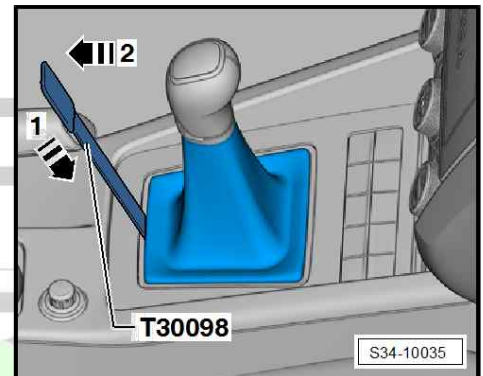
Special tools and workshop equipment required

- ◆ Release tool - T30098-
- ◆ Rig pin - T10027A-

**i Note**

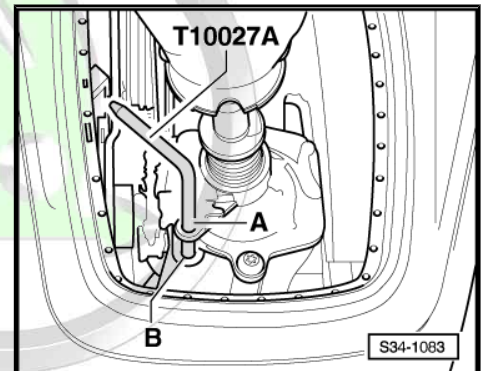
*The following are required for correct setting of the shift mechanism:*

- Gearbox, clutch and clutch control in perfect condition
- Shift mechanism operates freely
- Operating and transmission elements of the shift mechanism are in perfect condition
- Gearbox in Neutral
- Insert the release tool - T30098- at the rear centrally in the gap between the decorative frame and the collar for the shift lever -arrow 1-.
- Carefully lever the collar for the shift lever out of the centre console -arrow 2- using the release tool - T30098- .
- Pull the collar upwards over the gearshift knob.
- Guide shift lever in Neutral position to the left into the 1st/2nd gear gate via the leg.

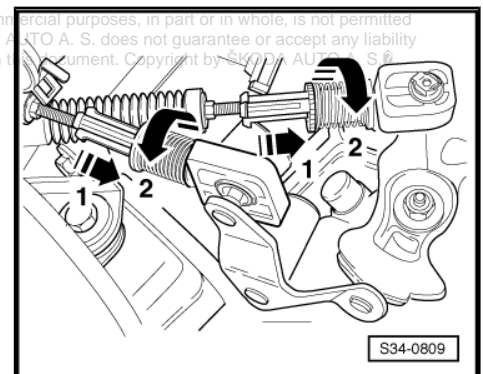


- Lock shift lever with rig pin -T10027A- .
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .

Unlock catches for shift cable and selector cable as follows:



- Push sliding sleeve at shift cable and at selector cable for-wards up to the stop -arrow 1-.
- Turn the sliding sleeves in direction of the -arrows 2- as far as the stop until they lock in place.



**i Note**

*The cables can be moved in the catches.*

- Gearbox in Neutral.

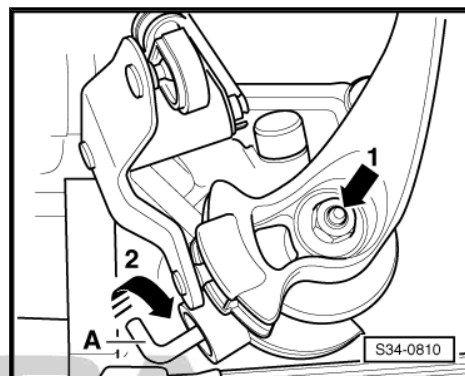


Lock the gearshift shaft as follows:

- Push down the gearshift lever in the direction of arrow -1- into the gate of the 1st/2nd gear. Turn the angle lever -A- in direction of arrow -2-, until it locks.

This locks the gearshift shaft and can no longer be moved.

- Make sure that the shift cable and selector cable sit stress-free in the catches.

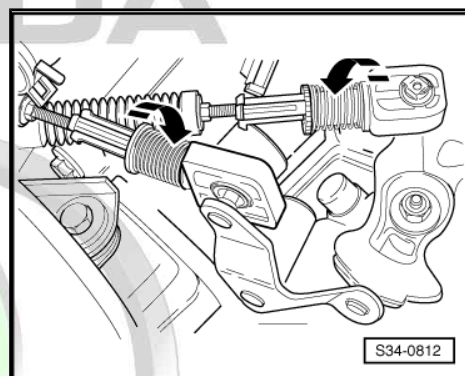


- Turn sliding sleeves at shift cable and selector cable in -direction of the arrow- up to the stop.

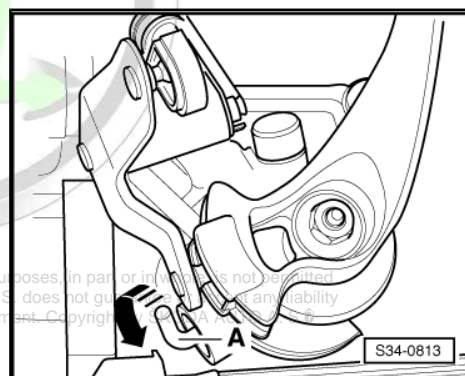
The springs push the sliding sleeves back into the initial position.

**Note**

*The shift cables are now adjusted.*



- Turn angle lever -A- back to the initial position (in -direction of arrow-).
- Pull rig pin -T10027A- out of the gearshift mechanism.
- Install shift lever collar.
- Install air filter ⇒ Engine; Rep. gr. 24 , if it has been removed.



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## 1.21.1 Functional test

- The shift lever must be positioned in neutral position in the selector gear gate of the 3rd/4th gear.
- Depress clutch.
- Shift through all gears several times. Pay particular attention to proper operation of the reverse gear lock.

If a gear catches when engaged again. set the shift mechanism once again

⇒ ["1.21 Setting shift mechanism \(Octavia III\)", page 122](#) .

## 1.22 Setting shift mechanism (Superb II)

Special tools and workshop equipment required

- ♦ Release tool - T30098-
- ♦ Rig pin - T10027A-

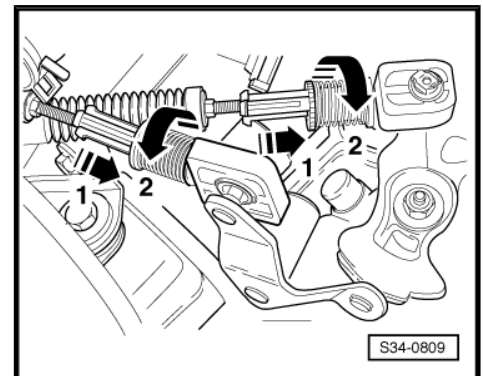




## Note

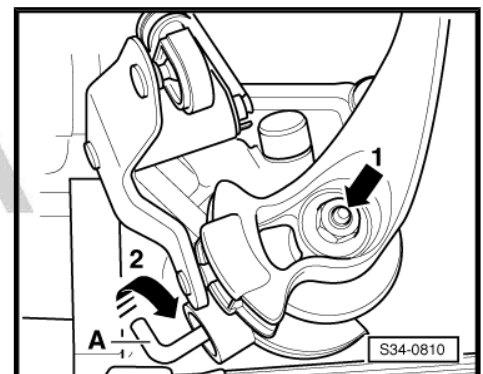
The following are required for correct setting of the shift mechanism:

- Gearbox, clutch and clutch control in perfect condition
- Shift mechanism operates freely
- Operating and transmission elements of the shift mechanism are in perfect condition
- Gearbox in Neutral
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .
- Pull forward the locking mechanism at shift cable and at selector cable as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.



Fix the gearshift shaft as follows:

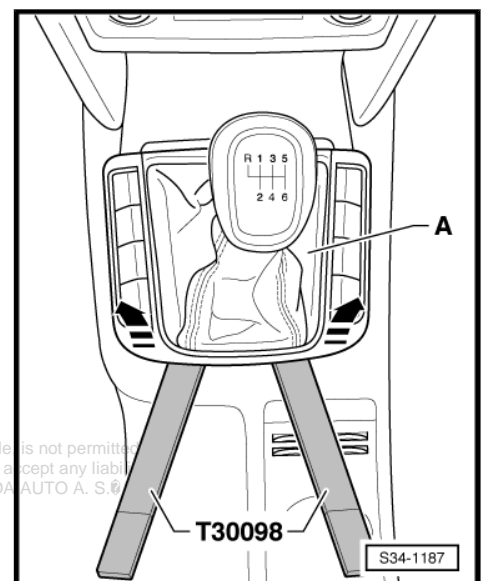
- Press down the gearshift shaft in -direction of arrow 1-.
- When pressing down the gearshift shaft turn angle lever -A- in -direction of arrow 2- upwards and at the same time press it in carefully until it locks into the gearshift shaft.



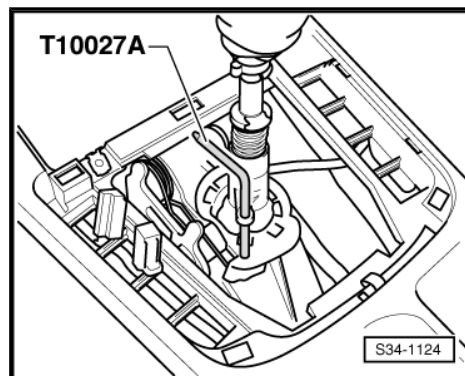
- Lever the collar -A- upwards and out of the centre console surround using the release tool - T30098- -arrows-.
- If present, remove the noise insulation.

Now fix the gearshift lever as follows:

- Engage neutral position on gearshift lever.



- Insert rig pin - T10027A- into the holes.



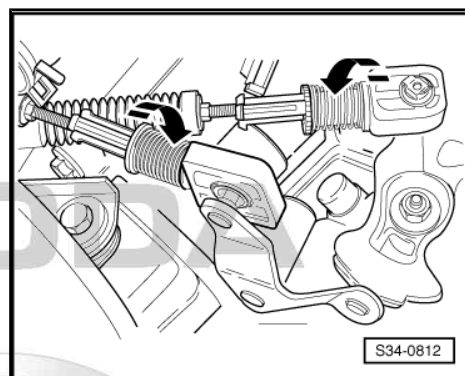
- Turn locking mechanism at shift cable and at selector cable to the right up to the stop -direction of arrow-.

The spring pushes the locking mechanism into the initial position.

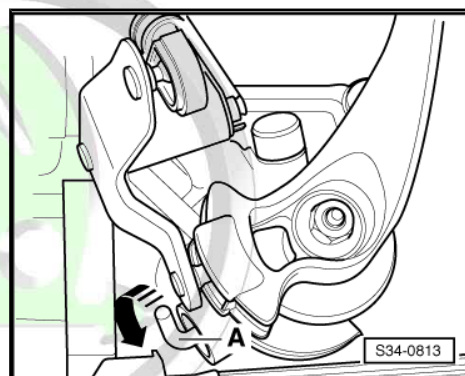


**Note**

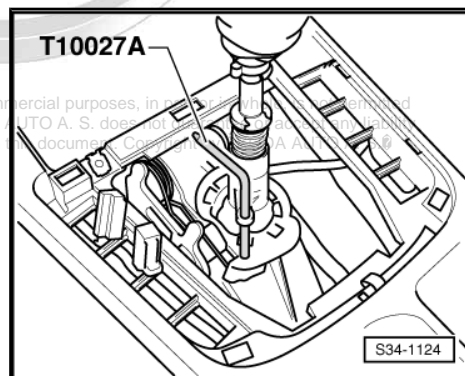
*The shift cable is now adjusted.*



- Turn the angle lever -A- back to the initial position -in direction of arrow-.



- Pull rig pin - T10027A- out of the holes.
- If present, install the noise insulation.
- Press collar into the cover.
- Install air filter ⇒ Engine; Rep. gr. 24 .



## 1.22.1 Functional test

- The shift lever must be positioned in neutral position in the selector gear gate of the 3rd/4th gear.
- Actuate clutch pedal.
- Shift through all gears several times. Pay particular attention to proper operation of the reverse gear lock.

If a gear catches when engaged again. set the shift mechanism once again

⇒ [“1.22 Setting shift mechanism \(Superb II\)”, page 124](#) .

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## 2 Removing and installing the gearbox

⇒ [“2.1 Removing gearbox - Front-wheel-drive”, page 128](#)

⇒ [“2.2 Removing gearbox - four-wheel drive \(Octavia II\)”, page 136](#)

⇒ [“2.3 Install gearbox \(Octavia II\)”, page 143](#)

⇒ [“2.3.1 Tightening torques”, page 145](#)

⇒ [“2.4 Installing gearbox \(Octavia III\)”, page 146](#)

⇒ [“2.4.1 Tightening torques”, page 147](#)

⇒ [“2.5 Install gearbox \(Superb II\)”, page 148](#)

⇒ [“2.5.1 Tightening torques”, page 149](#)

### Special tools and workshop equipment required

- ◆ Supporting device - T30099- (Octavia II, Octavia III)
- ◆ Supporting device - MP9-200 (10-222A)- (Superb II)
- ◆ Base - T30099/1- (Octavia II)
- ◆ Adapter - T40091/3- (Octavia III)
- ◆ Adapter - MP9-200/18- (Superb II, Octavia III)
- ◆ Adapter - MP9-200/3- (Octavia III)
- ◆ Support - 10-222A/31- (Octavia III)
- ◆ Base - T30119- (Octavia II)
- ◆ Bracket - T10346- (Superb II) hook - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/39-
- ◆ Engine/gearbox jack - z. B. V.A.G 1383 A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Grease for splines - G 000 100-

### 2.1 Removing gearbox - Front-wheel-drive

- Remove engine cover ⇒ engine; Rep. gr. 10 .



#### Note

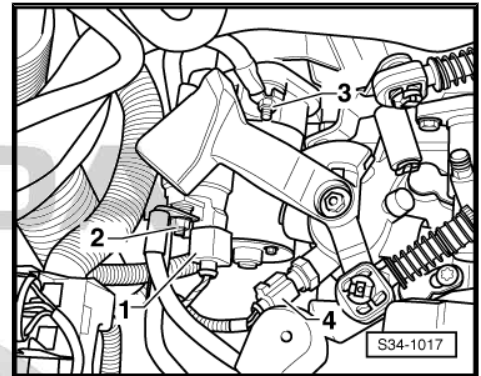
- ◆ *All cable ties which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .

#### For vehicles Octavia II and Octavia III

- Remove the cooling water tank cover ⇒ Body Work; Rep. gr. 66 .

### Continued for all vehicles

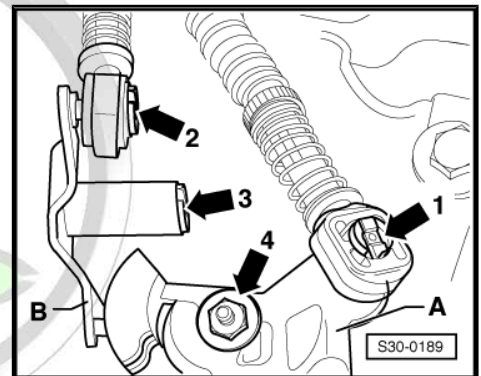
- Disconnect the plug connection -1- at the starter and -4- at the reversing light switch.
- Unscrew cable -2- at the starter and earth strap -3-.
- Free the pipes
- Unscrew fixing screw for starter at the top.



- Remove circlip -arrow 1- for shift cable from gearbox shift lever -A-.
- Pull off the shift cable from the stud.

### Metal relay lever

- Remove circlip -arrow 2- for selector cable from relay lever -B-.
- Pull off the selector cable from the stud.
- Remove circlip -arrow 3- from the relay lever -B- and remove relay lever.

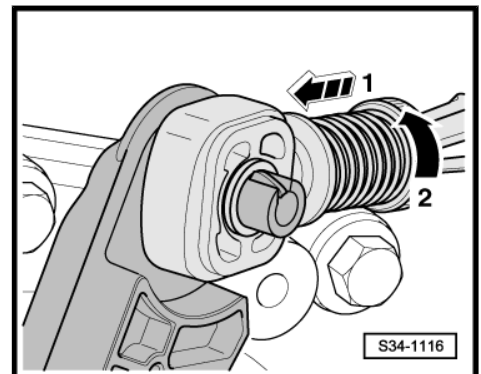


### Note

Always replace circlips ⇒ *Electronic Catalogue of Original Parts*.  
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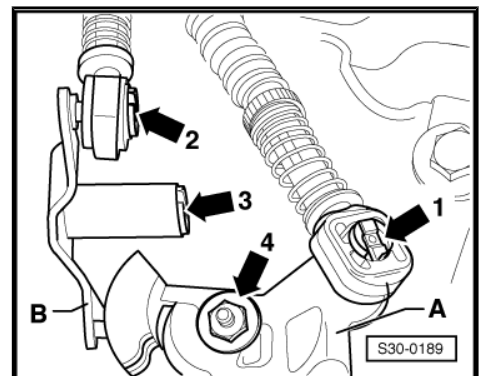
### Plastic relay lever

- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove relay lever together with cable lock  
⇒ ["1.16 Plastic relay lever", page 108](#) .



### Continued for all vehicles

- Remove the gearshift lever -A-, for this step unscrew nut -arrow 4-.







- Remove cable support from the gearbox -arrows- and tie up laterally together with selector cable and shift cable
- Remove bracket -B- from the gearbox and pull off from the tube-hose line -A-.

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- Remove the support -arrows A-.
- Remove the slave cylinder -arrows B- and lay aside, secure with wire, do not open the line system.



**WARNING**

*After removing the slave cylinder, do not depress the clutch pedal.*

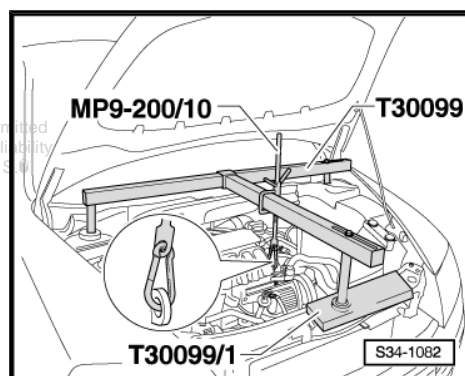
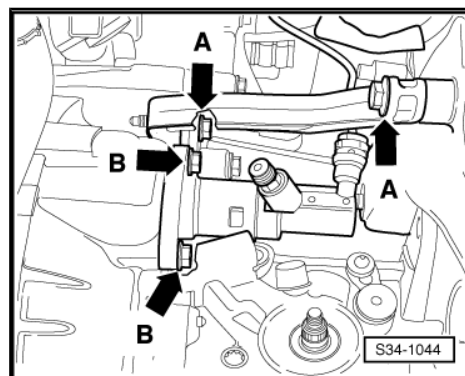
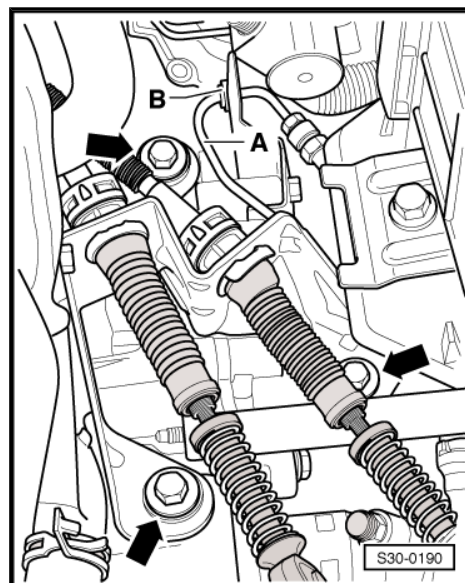
- Loosen the front left wheel bolts.
- Remove engine/gearbox connecting screws at the top.

**For vehicles Octavia II**

- Fit supporting device -T30099- .

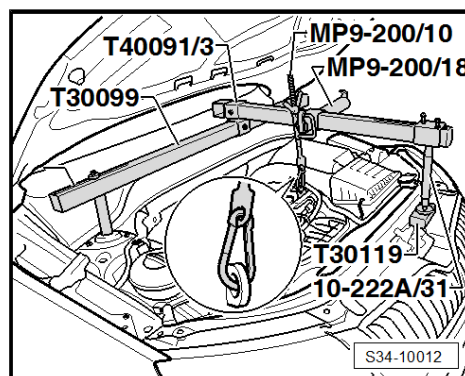
**For Octavia III vehicles with petrol engine**

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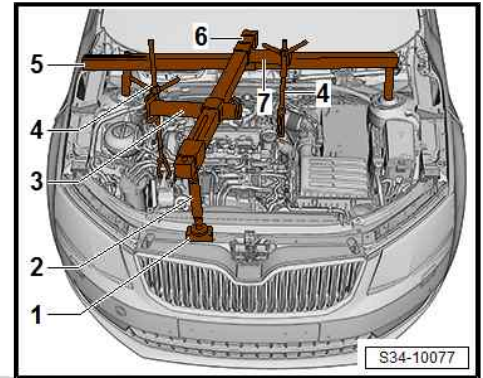
- Fit supporting device -T30099- .

**For Octavia III vehicles with diesel engine**



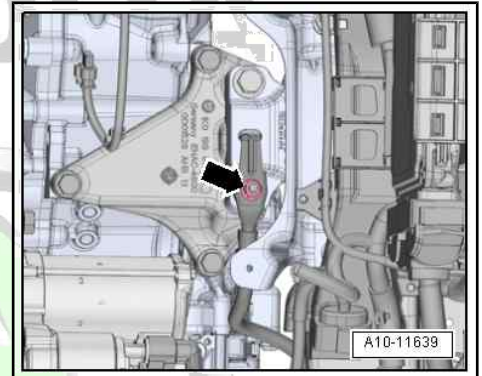
- Fit supporting device -T30099- .

- 1 - Surface - T30119-
- 2 - Support - 10-222A/31-
- 3 - Adapter - MP9-200/18-
- 4 - Hook - MP9-200/10-
- 5 - Supporting device - T30099-
- 6 - Adapter - T40091/3-
- 7 - Adapter - MP9-200/3-

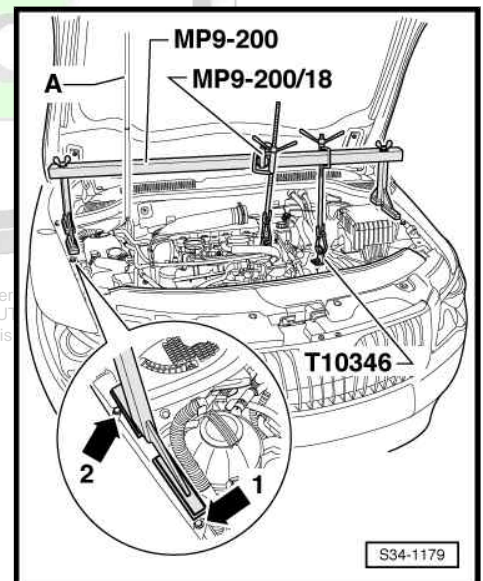


- Unscrew nut -arrow- and remove earth strap from gearbox mount.

#### For vehicles Superb II

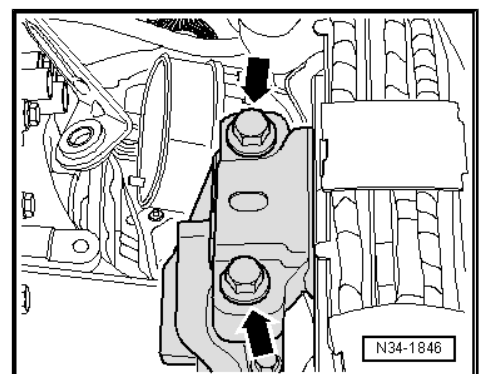


- If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200- , these must now be removed.
- Tighten the holder - T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device - MP9-200- behind the pressurized gas strut -A- for the front flap.
- The feet of the supporting device must be placed as shown in the illustration, behind the screw -arrow 1- and sideways up to the screw -arrow 2- on the wheelhouse frame side rail at the top.
- Connect the holder - T10346- with the supporting device .
- Hook the second spindle into the front left engine lifting eye.



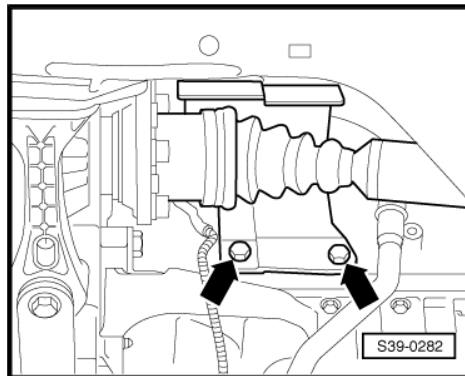
#### Continued for all vehicles

- Take up the weight of the engine/gearbox unit at the spindle.
- Unscrew the fixing screws -arrows- from the gearbox mount.
- Raise vehicle:
  - ◆ ⇒ Maintenance ; Booklet Octavia II .
  - ◆ ⇒ Maintenance ; Booklet Octavia III .
  - ◆ ⇒ Maintenance ; Booklet Superb II .
- Fit the left front wheel ⇒ Chassis; Rep. gr. 44 .
- Raise vehicle ⇒ Body Work; Rep. gr. 50 and front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Removing starter ⇒ Electrical System; Rep. gr. 27 .





- If applicable remove cap for drive shaft from the engine -arrows-.



- Unbolt bracket for pre-exhaust pipe -arrows-.

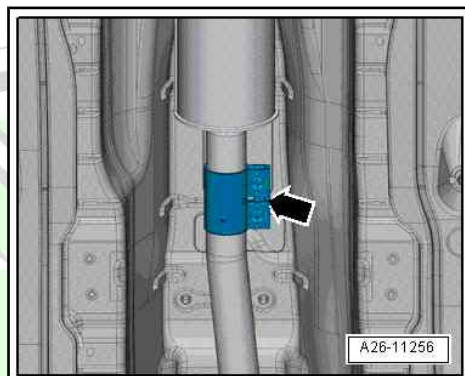
**For vehicles Octavia II and Superb II**

- Remove pre-exhaust pipe with catalytic converter from exhaust manifold ⇒ Engine; Rep. gr. 26 .

**For vehicles Octavia III**

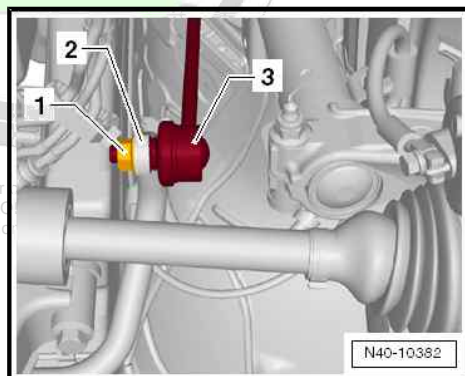


- Release clamping sleeve -arrow- and separate the ⇒ Engine; Rep. gr. 26 .



- Unscrew nut -1- from both sides of anti-roll bar bracket -3-.
- Pull anti-roll bar bracket -3- on both sides out of the anti-roll bar -2-.

**On gearboxes of vehicles with the start-stop system**

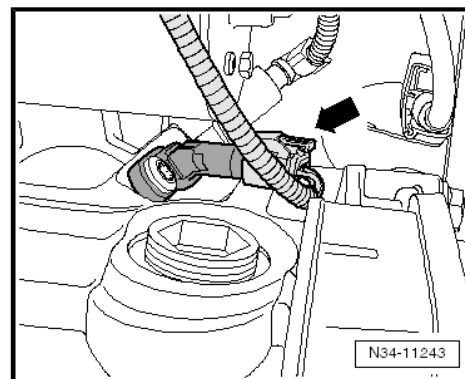


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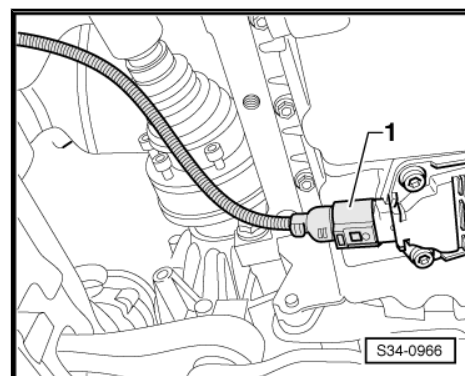
- Unplug the connector -arrow- from the transmission neutral sender - G701- .

**Continued for all vehicles**

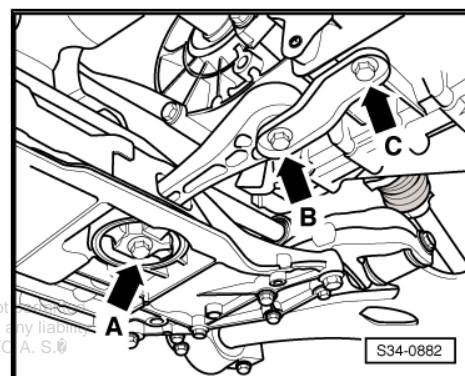
- Remove drive shafts from flange shafts ➔ Chassis; Rep. gr. 40 and tie up as far as possible (do not damage the surface protection).



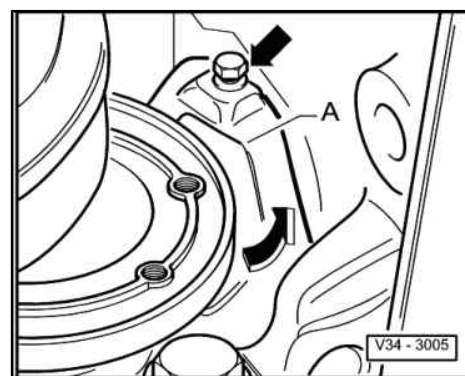
- Unplug connector -1- of oil level/temperature sender (if present).



- Remove pendulum support -arrows A, B- and -C-.



- Remove small cover plate -A- for flywheel (if present).

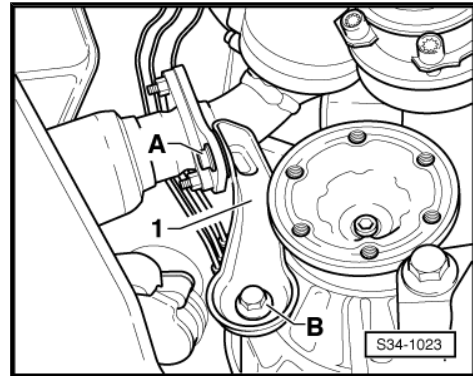


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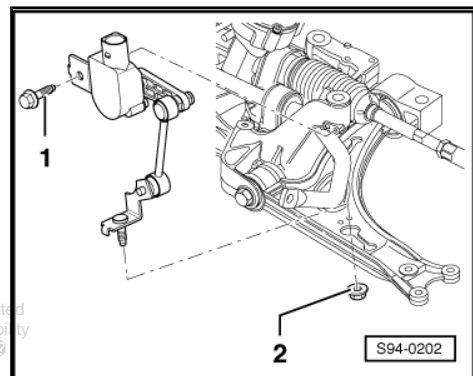




- Unscrew screws -A- and -B- and remove support -1- for exhaust manifold (if present).



- Disconnect the plug connection on the vehicle level sensor (if present).
- Unscrew nut -2-.
- Release screw -1- and remove the sender.



#### For vehicles Octavia II and Superb II

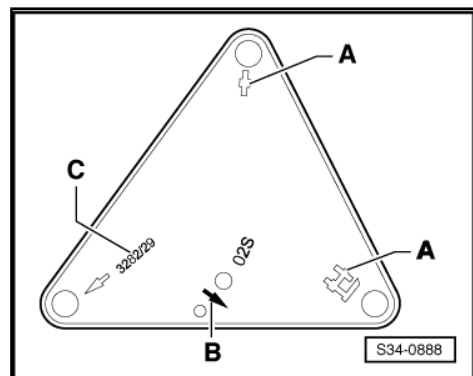
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear, left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .

#### Continued for all vehicles

- Insert gearbox mount - 3282- into engine/gearbox jack , e.g. - V.A.G 1383A- .

Complete engine/gearbox jack with gearbox mount - 3282- and adjusting plate - 3282/39- as follows:

- Position adjusting plate - 3282/39- on gearbox mount - 3282- ( adjusting plate fits in only one position).
- Align arms of the gearbox mount to match the holes in the adjusting plate .
- Screw in the mounting elements -A- and -C- as shown on adjusting plate .
- Position engine/gearbox jack below vehicle, arrow -B- on adjusting plate points in the direction of travel/vehicle.

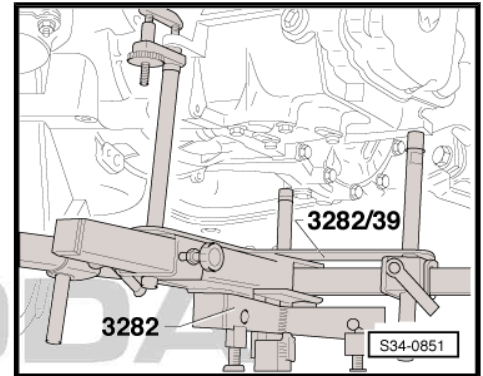




- Align adjusting plate parallel to the gearbox and lock securing elements of the support at the gearbox.
- Carefully lower engine with gearbox slightly.

**i Note**

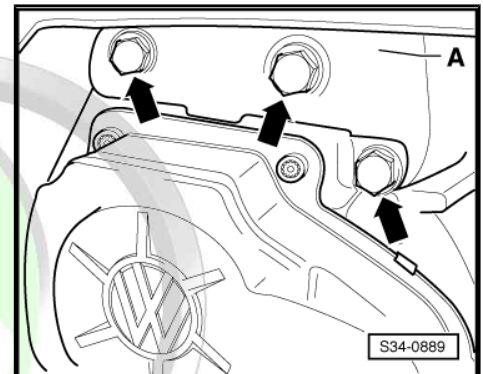
*Observe all lines when lowering the gearbox.*



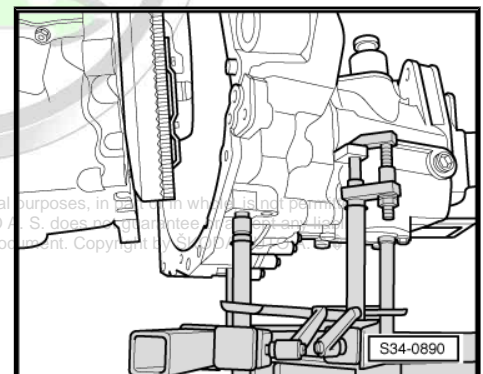
- Remove gearbox console -A- -arrows-.
- Remove engine/gearbox connecting screws below.

**i Note**

*Unscrew the connecting screw above the right flange shaft, if present.*



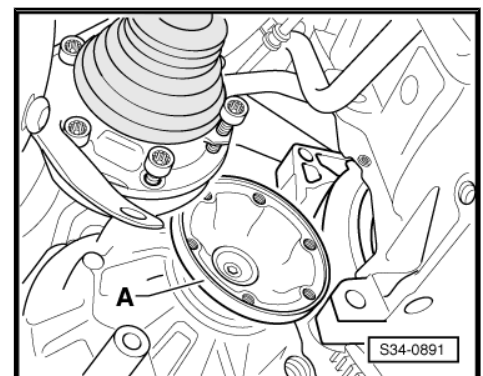
- Press the gearbox out of the sleeves.
- Slightly press engine forward.
- Turn the gearbox via the spindles of the gearbox mount - 3282- downwards and backwards.



- Lower gearbox carefully, while doing so guide the right flange shaft -A- into the area of the flywheel/intermediate plate as shown.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

**i Note**

*Observe all lines when lowering the gearbox.*



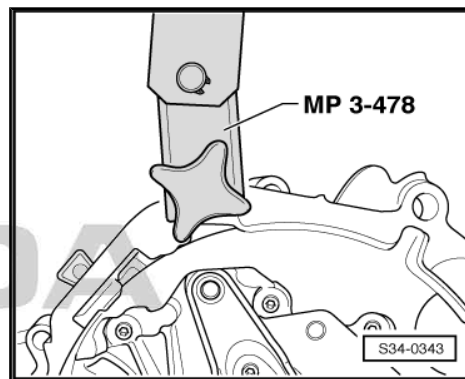
## 2.1.1 Transporting the gearbox

### Special tools and workshop equipment required

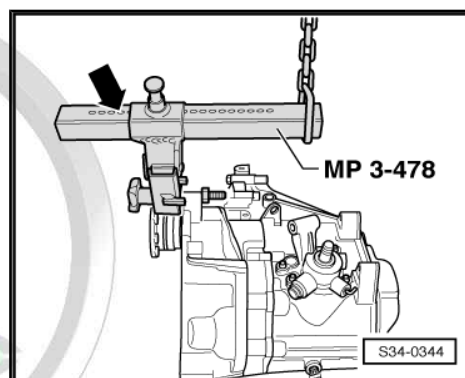
- ◆ Gearbox attachment device - MP3-478 (3336)-



- Screw down gearbox suspension device - MP3-478- onto clutch housing.



- Adjust supporting arm at slide with locking pin -arrow-.
- Number of visible holes = 5.
- Raise gearbox with workshop crane and gearbox suspension device - MP3-478- .
  - Place down gearbox, e.g. in a transport container.



## 2.2 Removing gearbox - four-wheel drive (Octavia II)

### Special tools and workshop equipment required

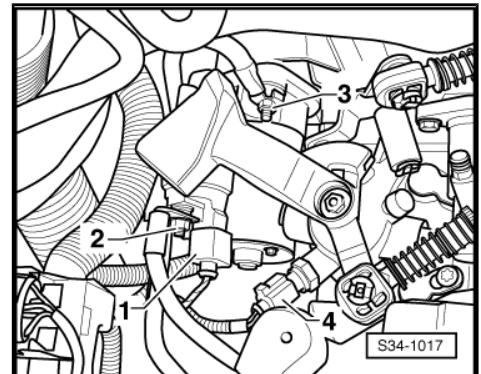
- ◆ Supporting device - T30099-
- ◆ Surface - T30099/1-
- ◆ Hook for MP9-200 and T30099 - MP9-200/10 (10-222A/10)-
- ◆ Gearbox mount - 3282-
- ◆ Adjusting plate - 3282/39-
- ◆ Engine/gearbox jack , e.g. -V.A.G 1383 A-
- ◆ Gearbox attachment device - MP3-478 (3336)-
- ◆ Counterholder - T10172-
- Remove engine cover ⇒ engine; Rep. gr. 10 .



### Note

- ◆ *All cable ties which are detached or cut open when removing, should be fitted on again in the same place when installing.*
- ◆ *If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27 .
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27 .
- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .

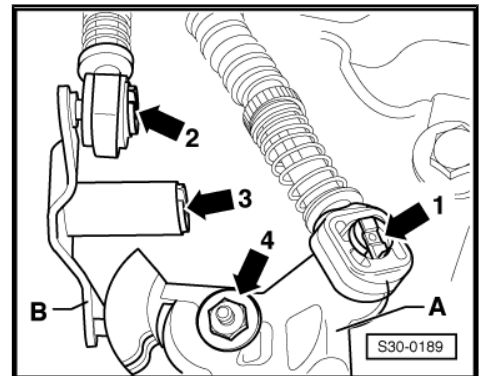
- Remove the cooling water tank cover ⇒ Body Work; Rep. gr. 66.
- Disconnect the plug connection -1- at the starter and -4- at the reversing light switch.
- Unscrew cable -2- at the starter and earth strap -3-.
- Free the pipes
- Unscrew fixing screw for starter at the top.



- Remove circlip -arrow 1- for shift cable from gearbox shift lever -A-.
- Pull off the shift cable from the stud.

#### Metal relay lever

- Remove circlip -arrow 2- for selector cable from relay lever -B-.
- Pull off the selector cable from the stud.
- Remove circlip -arrow 3- from the relay lever -B- and remove relay lever.

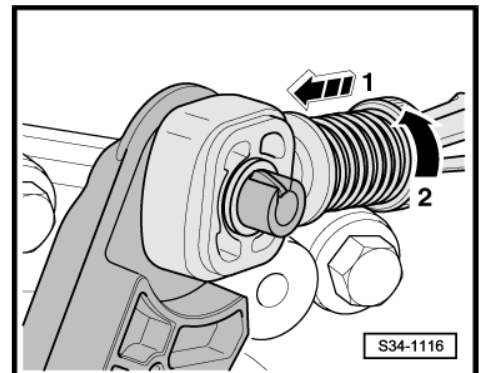


#### Note

Always replace circlips ⇒ *Electronic Catalogue of Original Parts*

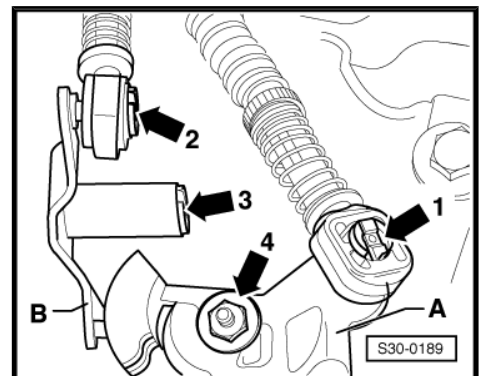
#### Plastic relay lever

- Before removal, the cable lock must be separated from the selector cable in order to avoid damage to the selector cable.
- Pull forward the locking mechanism as far as the stop in -direction of arrow 1-, then lock by turning to the left in -direction of arrow 2-.
- Remove relay lever together with cable lock  
⇒ [“1.16 Plastic relay lever”, page 108](#).



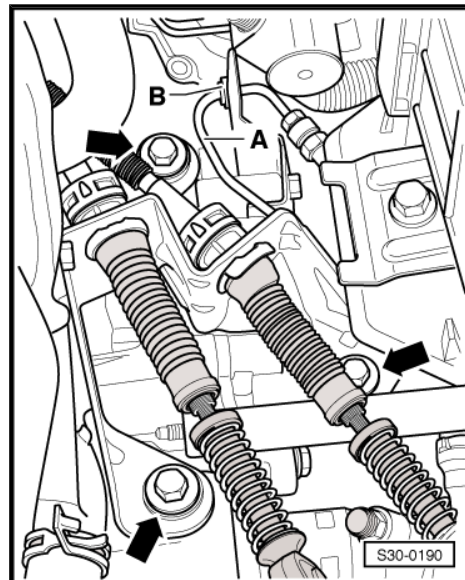
#### Continued for all vehicles

- Remove the gearshift lever -A-, for this step unscrew nut -arrow 4-.





- Remove cable support from the gearbox -arrows- and tie up laterally together with selector cable and shift cable
- Remove bracket -B- from the gearbox and pull off from the tube-hose line -A-.

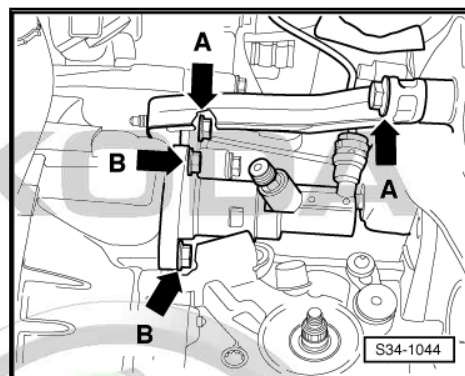


- Remove the support -arrows A-.
- Remove the slave cylinder -arrows B- and lay aside, secure with wire, do not open the line system.

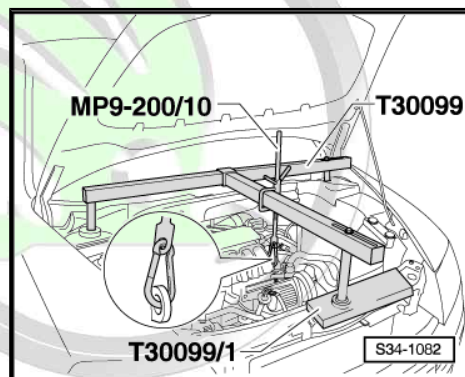


**WARNING**

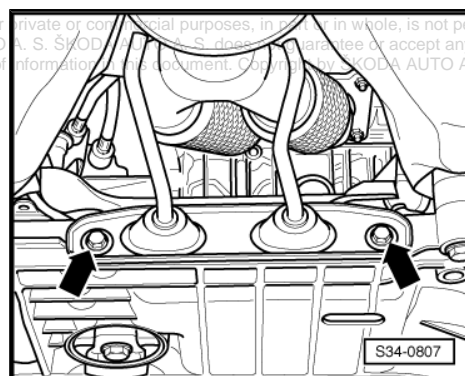
*After removing the slave cylinder, do not depress the clutch pedal.*



- Loosen the wheel bolts on front left and front right.
- Remove engine/gearbox connecting screws at the top.
- Fit supporting device -T30099- .
- Take up the weight of the engine/gearbox unit at the spindle.
- Raise vehicle.
- Remove front wheels ⇒ Chassis; Rep. gr. 44
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front wheelhouse liners ⇒ Body Work; Rep. gr. 66 .
- Remove bracket for electric cable from starter screw.
- Removing starter ⇒ Electrical System; Rep. gr. 27 .



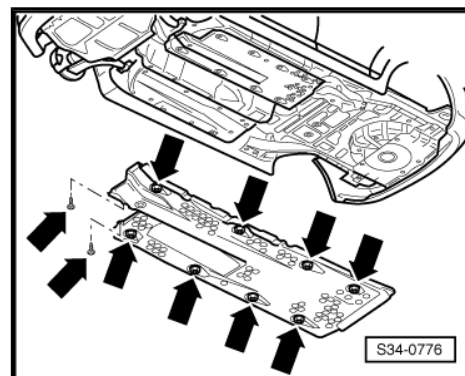
- Unbolt bracket for exhaust system -arrows-



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- Remove underbody cover on right -arrows-.

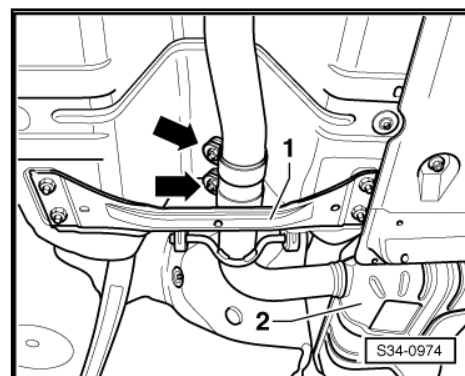


- Detach tunnel bridge -1- below the exhaust system.
- Support the front exhaust pipe.
- Separate exhaust system at the clamping sleeve -arrows-.

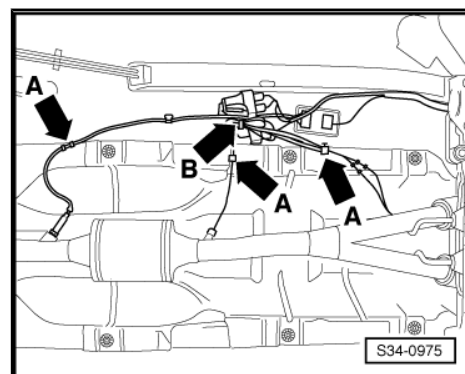


**Note**

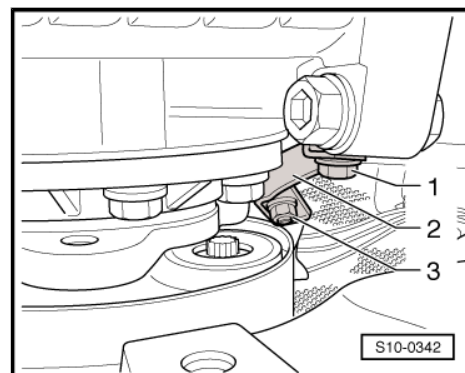
*The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.*



- Clip off all lines at heat shield -arrows A-.
- Separate cable strap -arrow B-.



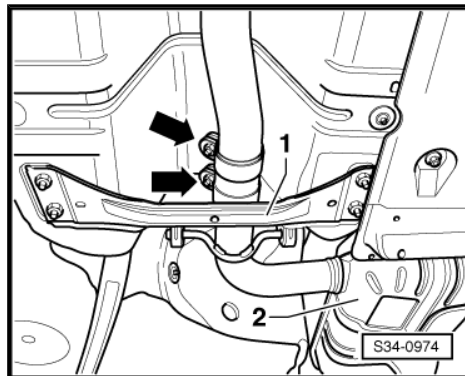
- Remove support -2- between exhaust manifold and angle gearbox.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26



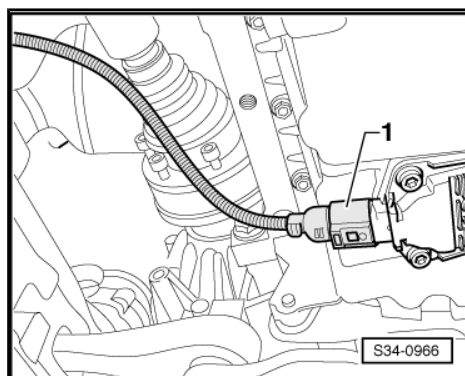




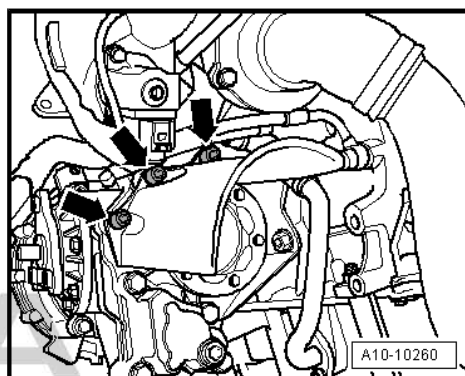
- Unhook the rear silencer -2- from the retaining straps and remove.
- Detach cover plate for steering gear ⇒ Chassis; Rep. gr. 48 .
- Remove drive shafts from flange shafts and tie up as far as possible, do not damage the surface protection ⇒ Chassis; Rep. gr. 40 .



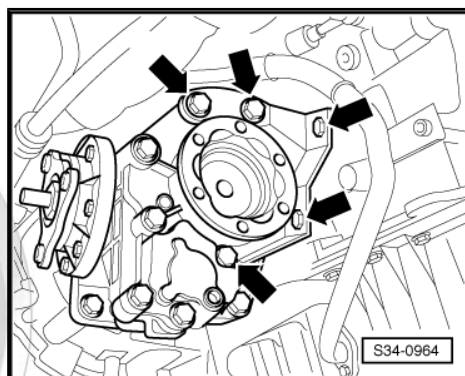
- Unplug connector -1- of oil level/temperature sender.



- If applicable remove cap for drive shaft -arrows-.



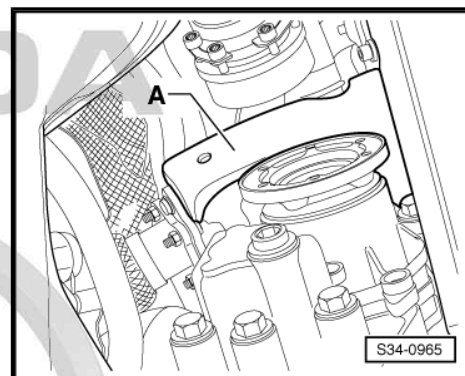
- Remove support -arrows- between engine and angle gearbox.



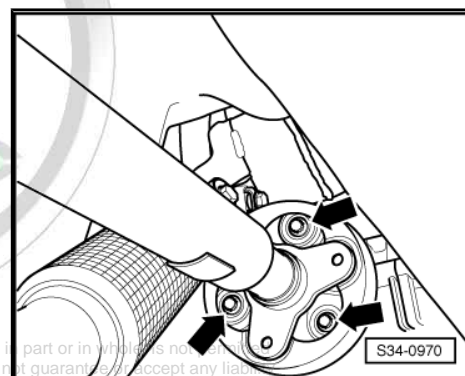
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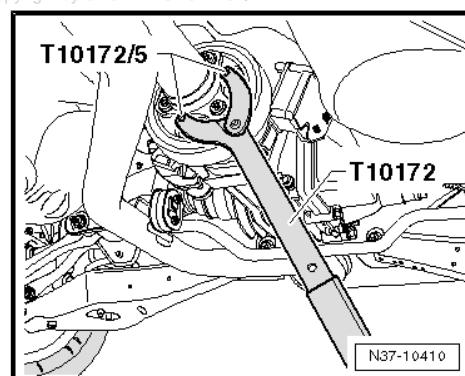
- Remove support -A- between exhaust manifold and engine.
- Mark the position of the propshaft opposite the flange of the angle gearbox.



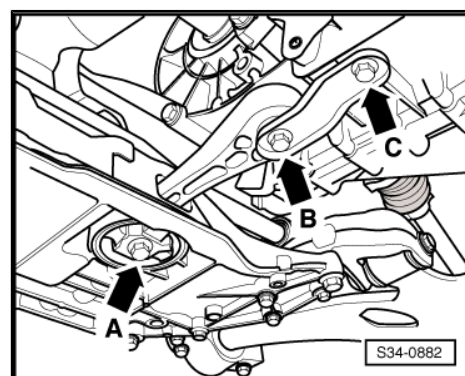
- Unscrew propshaft from flange of angle gearbox -arrows-.



When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



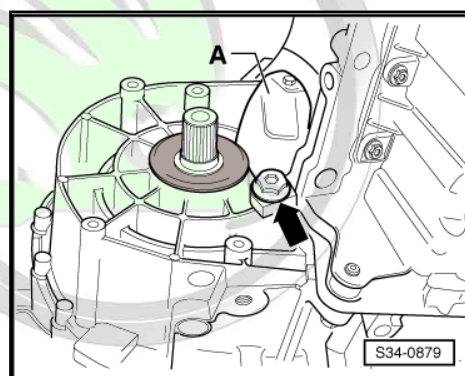
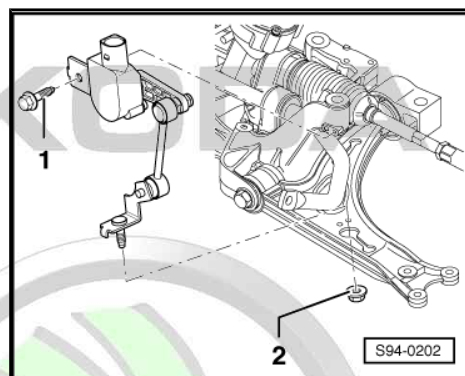
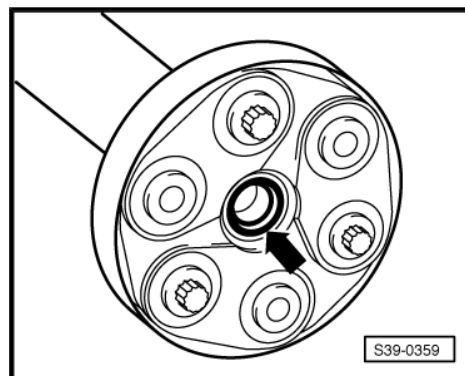
- Remove pendulum support -arrows A, B- and -C-.



**Note**

*After removing the pendulum support slightly swivel the engine/gearbox unit towards the front. When removing and installing make sure that the gasket ring in the flange of the propshaft is not damaged.*

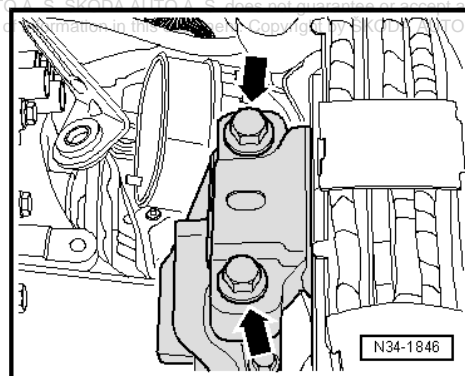
- Push engine/gearbox assembly forward and pull off the propshaft from the angle gearbox.
- Raise propshaft and tie up.
- Disconnect the plug connection on the vehicle level sensor.
- Unscrew nut -2-.
- Release screw -1- and remove the sender.
- Fix the assembly carrier before removing ⇒ Chassis; Rep. gr. 40 .
- Remove the assembly carrier with console without steering gear, left track control arm and coupling rod ⇒ Chassis; Rep. gr. 40 .
- Remove small cover plate -A- for flywheel.
- Remove the engine/gearbox connecting screw -arrow- behind the angle gearbox.



- Unscrew the fixing screws -arrows- from the gearbox mount.
- Carefully lower engine with gearbox.

**Note**

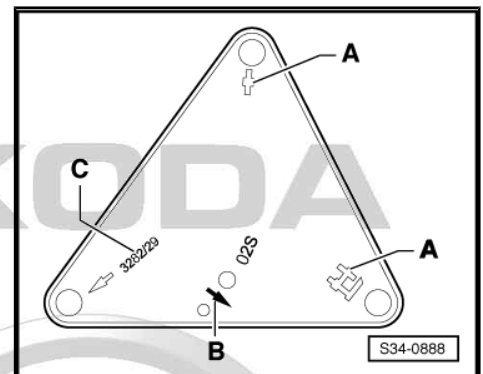
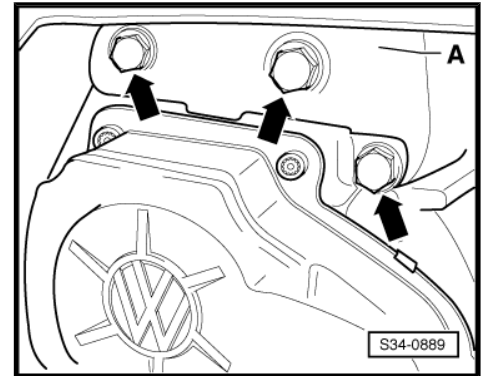
*Observe all lines when lowering the gearbox.*



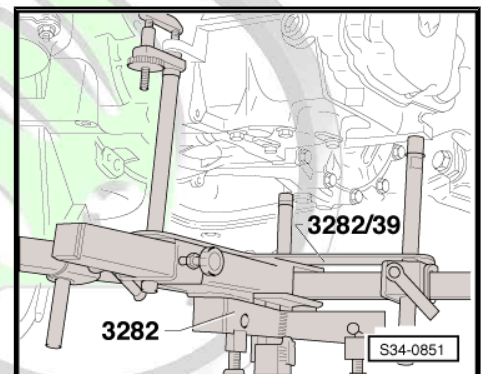
- Remove gearbox console -A- -arrows-.
- Insert gearbox mount - 3282- into engine/gearbox jack , e.g. - V.A.G 1383 A- .

Complete engine/gearbox jack with gearbox mount - 3282- and adjusting plate - 3282/39- as follows:

- Position adjusting plate - 3282/39- on gearbox mount - 3282- ( adjusting plate fits in only one position).
- Align arms of the gearbox mount to match the holes in the adjusting plate .
- Screw in the mounting elements -A- and -C- as shown on adjusting plate .
- Position engine/gearbox jack below vehicle, arrow -B- on adjusting plate points in the direction of travel/vehicle.



- Align adjusting plate parallel to the gearbox and lock securing elements of the support at the gearbox.
- Remove engine/gearbox connecting screws below.

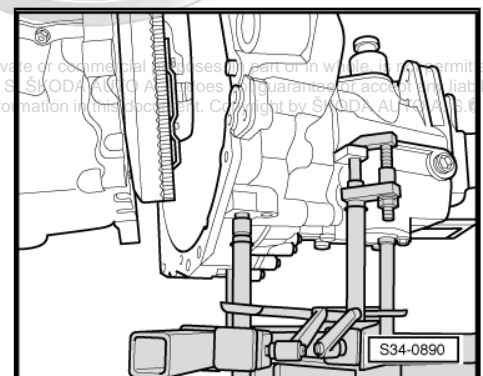


- Press the gearbox out of the sleeves.
- Turn the gearbox via the spindles of the gearbox mount - 3282- downwards and backwards.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.



#### Note

Observe all lines when lowering the gearbox.



## 2.2.1 Transporting the gearbox

Transport gearbox

⇒ [“2.1.1 Transporting the gearbox”, page 135](#) .

## 2.3 Install gearbox (Octavia II)

- Before installing, check the oil level and top up with gear oil  
⇒ [“4 Check gear oil level”, page 159](#) .

Capacities and specifications  
⇒ ["4.1 Filling capacity", page 6](#) .

**Check the oil level and top up with gear oil, proceed according to the following overview**

"Check the gear oil level and top up"		
Gearbox 02S	»NO«	»YES«
Original part	X	
Without oil leakage	X	
Disassemble the complete gearbox		X
Partially disassemble the gearbox <sup>1</sup>		X

<sup>1)</sup> Gearbox housing and clutch housing were not separated.

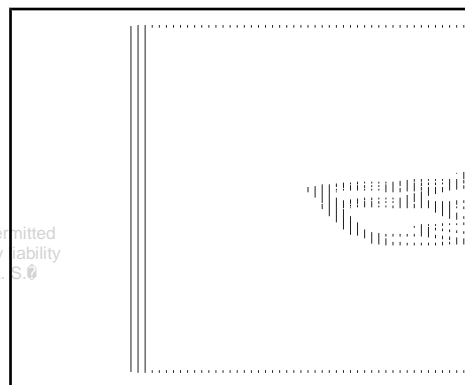
The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

- Before installing the gearbox press the clutch release lever towards the gearbox housing and secure with mounting bolt or screw M8 x 35.
- Release again screw after gearbox and slave cylinder installation. The hole is then closed with the 3rd fixing screw for the cable support/control cables.



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- ◆ *Clean splines of drive shaft and apply a thin film of grease - G 000 100- .*
- ◆ *Always replace the self-locking nuts and screws.*
- ◆ *If the gearbox is replaced, ensure the intermediate plate between the engine and gearbox is correctly installed.*
- ◆ *Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary.*
- ◆ *Installing starter and cables ⇒ Electrical System; Rep. gr. 27 .*
- ◆ *Set the shift mechanism*  
⇒ ["1.20 Setting shift mechanism \(Octavia II\)", page 120](#) .
- ◆ *If the vehicle level sensor was removed, check headlight beam setting ⇒ Electrical System; Rep. gr. 94 .*
- ◆ *After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27 .*

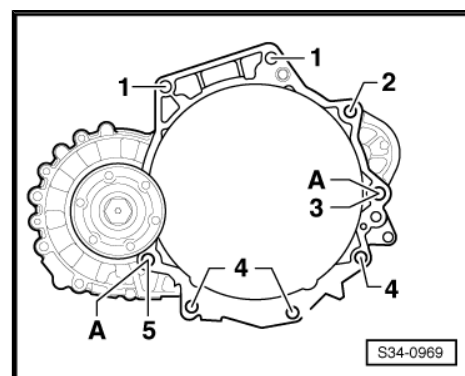




## 2.3.1 Tightening torques

### Attachment of engine/gearbox for vehicles 2.0 ltr./110 kW FSI

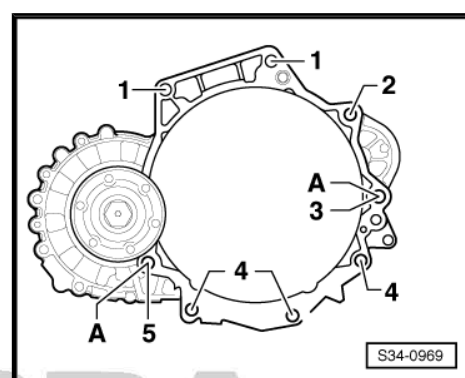
Pos.	Screw	Piece	Nm
1	M12 x 60	2	80
2 <sup>1)</sup>	M12 x 150	1	80
3 <sup>1)</sup>	M12 x 165	1	80
4	M10 x 50	3	40
5	M12 x 80	1	80
A	Dowel sleeves for centering	2	



<sup>1)</sup> Screw with threaded pin M8.

### Attachment of engine/gearbox for vehicles 1.8 ltr./112; 118 kW TFSI

Pos.	Screw	Piece	Nm
1	M12 x 50	2	80
2 <sup>1)</sup>	M12 x 150	1	80
3 <sup>1)</sup>	M12 x 150	1	80
4	M10 x 50	3	40
5	M12 x 60	1	80
A	Dowel sleeves for centering	2	



<sup>1)</sup> Screw with threaded pin M8.

Component	Tightening torque
Gearbox console to gearbox <sup>1)</sup>	40 Nm + 90° further
Gearbox console to gearbox mount <sup>1)</sup>	60 Nm + 90° further
Support to gearbox mounting bracket and gearbox <sup>1)</sup>	20 Nm + 90° further
Cover plate for flywheel	10 Nm
Protective cap drive shaft on angle gearbox	20 Nm
Support between engine and angle gearbox	45 Nm
Cable support to gearbox	⇒ "1.14 Summary of components - Control cables (Octavia II)", page 99
Slave cylinder to gearbox	⇒ "1.15 Summary of components - Hydraulics (Octavia II, Superb II)", page 44
Gearbox shift lever to gearshift shaft	⇒ "1.14 Summary of components - Control cables (Octavia II)", page 99
bracket for tube-hose line	⇒ "1.15 Summary of components - Hydraulics (Octavia II, Superb II)", page 44
Pendulum support	⇒ Engine; Rep. gr. 10
Exhaust pipe with catalytic converter	⇒ Engine; Rep. gr. 26
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Bracket for electric cables	⇒ Electrical System; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40



Component	Tightening torque
Protective cap/drive shaft on engine	⇒ Chassis; Rep. gr. 40
Coupling rod	⇒ Chassis; Rep. gr. 40
Assembly carrier with console	⇒ Chassis; Rep. gr. 40
Left track control arm	⇒ Chassis; Rep. gr. 40
Vehicle level sensor	⇒ Chassis; Rep. gr. 40
Wheel bolts	⇒ Chassis; Rep. gr. 44
Cover plate for steering gear	⇒ Chassis; Rep. gr. 48

1) Always replace these screws ⇒ Electronic Catalogue of Original Parts .

## 2.4 Installing gearbox (Octavia III)

Check the oil level and top up with gear oil, proceed according to the following overview

"Check the gear oil level and top up"		
Gearbox 02S	»NO«	»YES«
Original part	X	
Without oil leakage	X	
Disassemble the complete gearbox		X before gearbox has been fitted <sup>1)</sup>
Partially disassemble the gearbox <sup>2)</sup>		X after gearbox has been fitted <sup>3)</sup>

1) Top up with gear oil; oil filling quantity  
⇒ ["4.1 Filling capacity", page 6](#) .

2) Gearbox housing and clutch housing were not separated.

3) Top up with gear oil and check the oil level  
⇒ ["4 Check gear oil level", page 159](#) .

Specification ⇒ electronic catalogue of original parts .

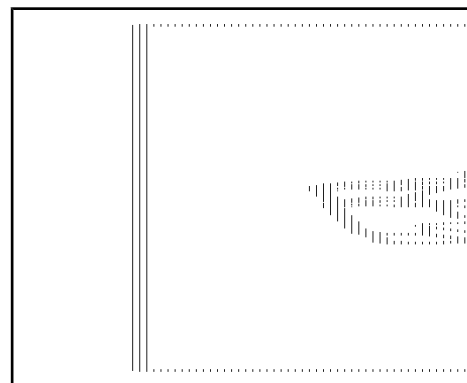
The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

- Before installing the gearbox press the clutch release lever towards the gearbox housing and secure with mounting bolt or screw M8 x 35.
- After installing the gearbox release screw again. The hole is then closed with the 3rd fixing screw for the cable support/control cables.



#### Note

- ◆ Clean spline of drive shaft and apply a thin film of grease for splines - G 000 100- .
- ◆ Always replace the self-locking screws and nuts ⇒ *Electronic Catalogue of Original Parts* .
- ◆ If the gearbox is replaced, ensure the intermediate plate between the engine and gearbox is correctly installed.
- ◆ Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary.
- ◆ Installing starter and cables ⇒ *Electrical System; Rep. gr. 27* .
- ◆ Set the shift mechanism  
⇒ *"1.21 Setting shift mechanism (Octavia III)", page 122* .
- ◆ If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ *Electrical System; Rep. gr. 94* .
- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27* .



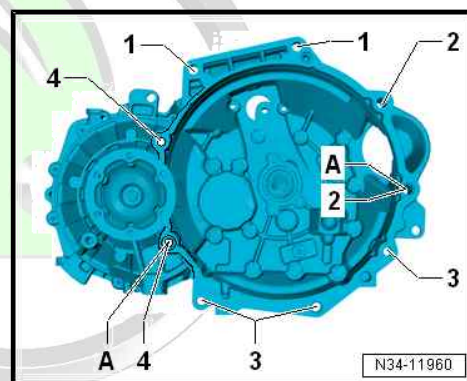
## 2.4.1 Tightening torques

Attachment of engine/gearbox for vehicles 1.4 ltr./103 kw FSI

Pos.	Screw	Piece	Nm
1	M12 × 60	2	80
2 <sup>1)</sup>	M12 × 165 ◆ additional starter to gearbox	2	80
3	M10 × 55	3	40
4	M12 × 70	2	80

<sup>1)</sup> Screw with threaded pin M8.

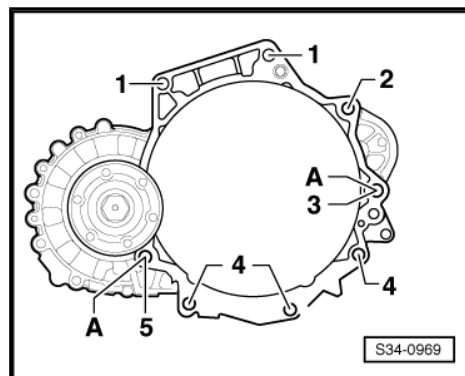
Pos. -A-: Dowel sleeves for centering



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## Attachment of engine/gearbox for vehicles 1.8 ltr./132 kW TSI

Pos.	Screw	Piece	Nm
1	M12 x 50	2	80
2 <sup>1)</sup>	M12 x 150	1	80
3 <sup>1)</sup>	M12 x 150	1	80
4	M10 x 55	3	40
5	M12 x 60	1	80
A	Dowel sleeves for centering	2	



<sup>1)</sup> Screw with threaded pin M8.

Component	Tightening torque
Gearbox console to gearbox <sup>1)</sup>	40 Nm + torque a further 90° (1/4 turn)
Gearbox console to gearbox mount <sup>1)</sup>	60 Nm + torque a further 90° (1/4 turn)
Support to gearbox mounting bracket and gearbox <sup>1)</sup>	20 Nm + torque a further 90° (1/4 turn)
Cable support to gearbox	⇒ "1.15 Summary of components - control cables (Superb II, Octavia III)", page 103
Slave cylinder to gearbox	⇒ "2 Repairing clutch control", page 62
Gearbox shift lever to gearshift shaft	⇒ "1.15 Summary of components - control cables (Superb II, Octavia III)", page 103
Pendulum support	⇒ Engine; Rep. gr. 10
Bracket for electric cables	⇒ Electrical System; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Protective cap/drive shaft on engine	⇒ Chassis; Rep. gr. 40
Coupling rod	⇒ Chassis; Rep. gr. 40
Vehicle level sensor	⇒ Chassis; Rep. gr. 40
Wheel bolts	⇒ Chassis; Rep. gr. 44

<sup>1)</sup> Always replace these screws ⇒ Electronic Catalogue of Original Parts .

## 2.5 Install gearbox (Superb II)

Check the oil level and top up with gear oil, proceed according to the following overview

"Check the gear oil level and top up"		
Gearbox 02S	»NO«	»YES«
Original part	X	
Without oil leakage	X	
Disassemble the complete gearbox		X before gearbox has been fitted <sup>1)</sup>
Partially disassemble the gearbox <sup>2)</sup>		X after gearbox has been fitted <sup>3)</sup>

<sup>1)</sup> Top up with gear oil; oil filling quantity  
⇒ "4.1 Filling capacity", page 6 .

<sup>2)</sup> Gearbox housing and clutch housing were not separated.

3) Top up with gear oil and check the oil level  
⇒ ["4 Check gear oil level", page 159](#) .

Specification ⇒ electronic catalogue of original parts .

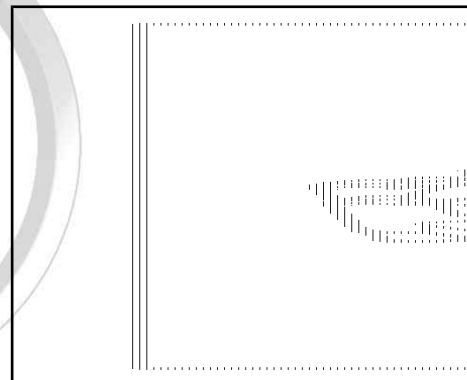
The installation of the gearbox occurs in reverse order. Observe the stress-free assembly bracket in the vehicle ⇒ Engine; Rep. gr. 10 .

- Before installing the gearbox press the clutch release lever towards the gearbox housing and secure with mounting bolt or screw M8 x 35.
- After installing the gearbox release screw again. The hole is then closed with the 3rd fixing screw for the cable support/control cables.



#### Note

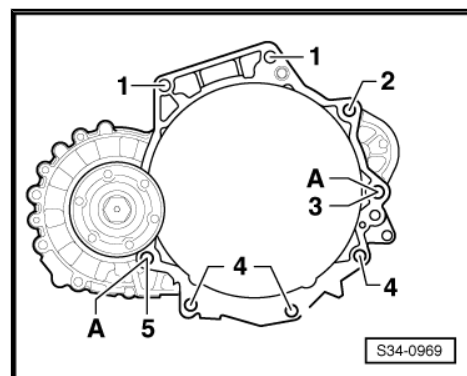
- ◆ Clean spline of drive shaft and apply a thin film of grease for splines - G 000 100 - .
- ◆ Always replace the self-locking screws and nuts ⇒ *Electronic Catalogue of Original Parts* .
- ◆ If the gearbox is replaced, ensure the intermediate plate between the engine and gearbox is correctly installed.
- ◆ Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary.
- ◆ Installing starter and cables ⇒ *Electrical System; Rep. gr. 27* .
- ◆ Set the shift mechanism  
⇒ ["1.22 Setting shift mechanism \(Superb II\)", page 124](#) .
- ◆ If the front left vehicle level sensor - G78- was removed, then the headlight beam setting must be checked ⇒ *Electrical System; Rep. gr. 94* .
- ◆ After the battery earth strap is disconnected and connected, carry out additional operations ⇒ *Electrical System; Rep. gr. 27* .



## 2.5.1 Tightening torques

Attachment of gearbox to engine 1.8 ltr./118 kW TFSI and 1.6 ltr./77 kW TDI CR (flange fig. gearbox)

Pos.	Screw	Piece	Nm
1	M12 x 50	2	80
2 <sup>1)</sup> 2)	M12 x 150	1	80
3 <sup>1)</sup> 2)	M12 x 150	1	80
4	M10 x 50	3	40
5	M12 x 60	1	80
A	Dowel sleeves for centering	2	



1) Screw with threaded pin M8.

2) additional starter to gearbox

Component	Tightening torque
Gearbox console to gearbox <sup>1)</sup>	40 Nm + 90° further





Component	Tightening torque
Gearbox console to gearbox mount <sup>1)</sup>	60 Nm + 90° further
Support to gearbox mounting bracket and gearbox <sup>1)</sup>	20 Nm + 90° further
Cover plate for flywheel	10 Nm
Cable support to gearbox	⇒ "1.15 Summary of components - control cables (Superb II, Octavia III)", page 103
Slave cylinder to gearbox	⇒ "1.15 Summary of components - Hydraulics (Octavia II, Superb II)", page 44
Gearbox shift lever to gearshift shaft	⇒ "1.15 Summary of components - control cables (Superb II, Octavia III)", page 103
bracket for tube-hose line	⇒ "1.15 Summary of components - Hydraulics (Octavia II, Superb II)", page 44
Pendulum support	⇒ Engine; Rep. gr. 10
Exhaust pipe with catalytic converter	⇒ Engine; Rep. gr. 26
Supports for exhaust manifold	⇒ Engine; Rep. gr. 26
Bracket for electric cables	⇒ Electrical System; Rep. gr. 27
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40
Protective cap drive shaft on engine	⇒ Chassis; Rep. gr. 40
Coupling rod	⇒ Chassis; Rep. gr. 40
Assembly carrier with console	⇒ Chassis; Rep. gr. 40
Left track control arm	⇒ Chassis; Rep. gr. 40
Vehicle level sensor	⇒ Chassis; Rep. gr. 40
Wheel bolts	⇒ Chassis; Rep. gr. 44
Cover plate for steering gear	⇒ Chassis; Rep. gr. 48

<sup>1)</sup> Always replace these screws ⇒ Electronic Catalogue of Original Parts .

### 3 Removing and installing angle gear-box

⇒ "3.1 Removing", page 151

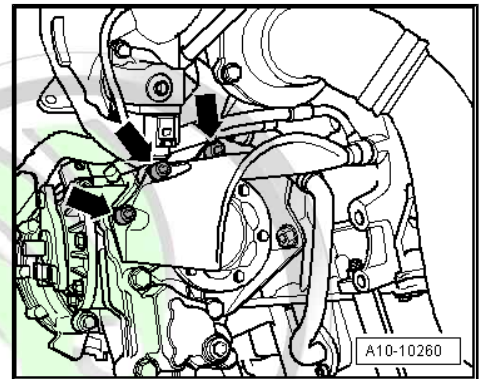
⇒ "3.2 Install", page 156

#### Special tools and workshop equipment required

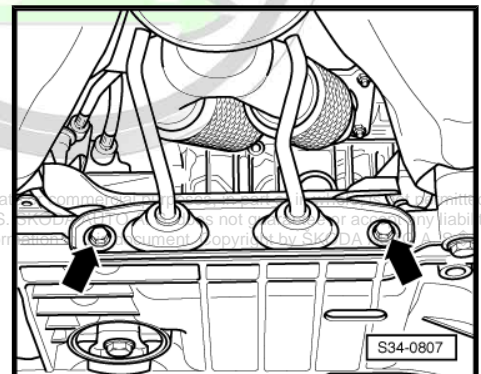
- ◆ Socket insert - T10107A-
- ◆ Grease - G 000 100-
- ◆ Counterholder - T10172-

#### 3.1 Removing

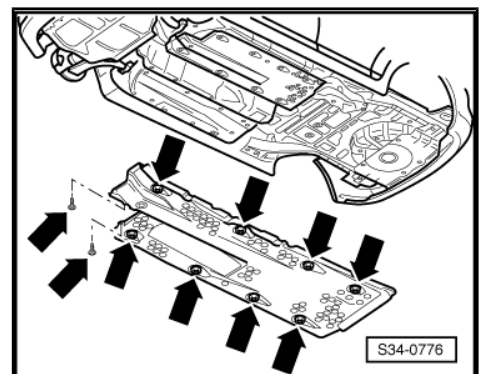
- Loosen the front right wheel bolts.
- Raise vehicle.
- Remove right front wheel ⇒ Chassis; Rep. gr. 40 .
- Remove noise insulation ⇒ Body Work; Rep. gr. 50 and front right wheelhouse liner ⇒ Body Work; Rep. gr. 50 .
- If applicable remove cap for drive shaft -arrows-.
- Remove drive shaft from right flange shaft and tie up as far as possible, do not damage the surface protection ⇒ Chassis; Rep. gr. 40 .



- Unbolt bracket for exhaust system -arrows-.



- Remove underbody cover on right -arrows-.



- Detach tunnel bridge -1- below the exhaust system.
- Support the front exhaust pipe.
- Separate the exhaust system at the double clamp -arrows-.



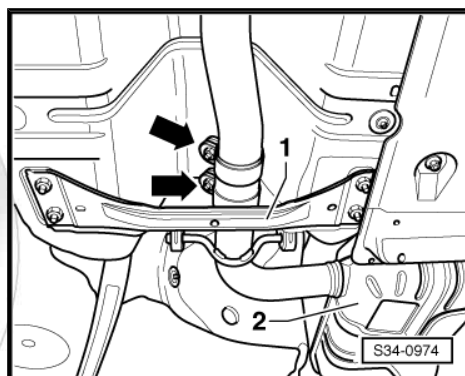
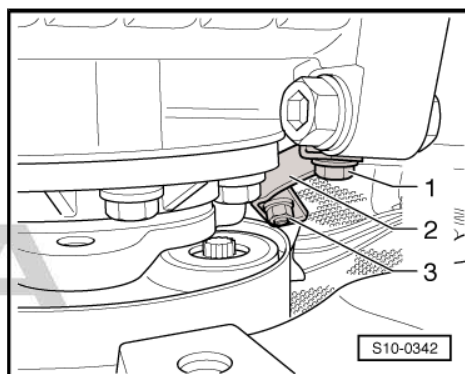
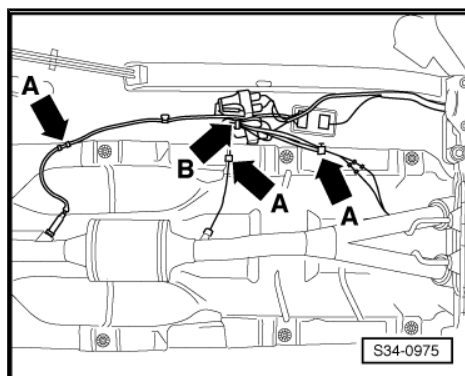
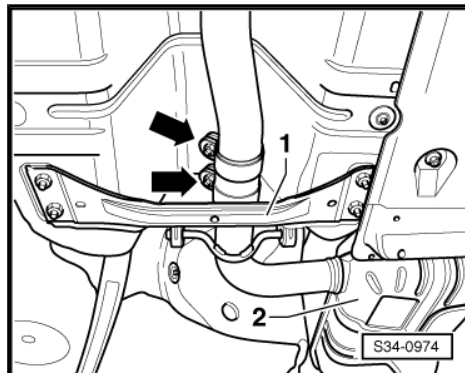
**Note**

*The decoupling elements in the exhaust pipe should not be bent by more than 10° - risk of damage.*

- Clip off all lines at heat shield -arrows A-.
- Separate cable strap -arrow B-.
- Remove the noise insulation (if present) ⇒ Chassis; Rep. gr. 40 .

- Remove support -2- between exhaust manifold and angle gearbox.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26 .

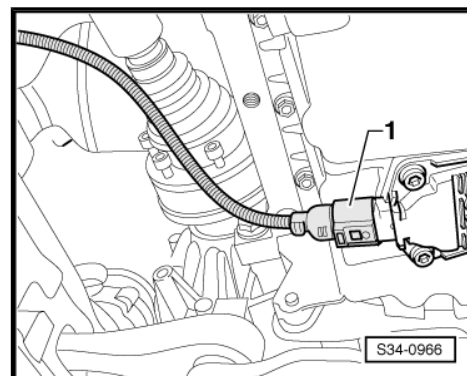
- Unhook the rear silencer -2- from the retaining straps and remove.



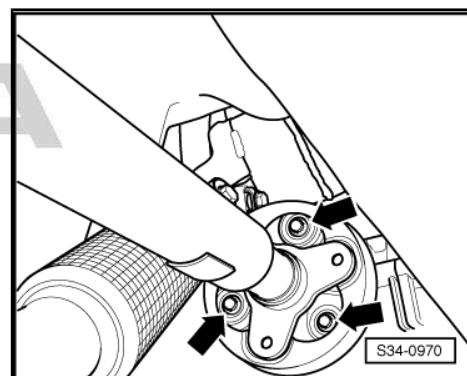
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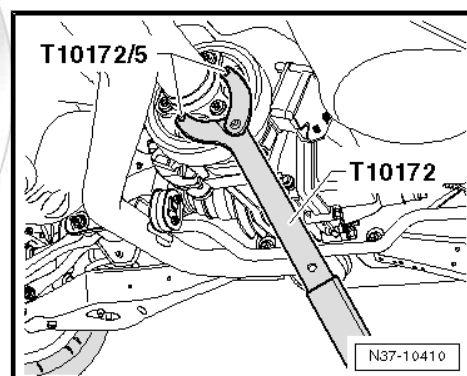
- Unplug connector -1- of oil level/temperature sender (if present).
- Detach cover plate for steering gear ➔ Chassis; Rep. gr. 48 .
- Mark the position of the propshaft opposite the flange of the angle gearbox.



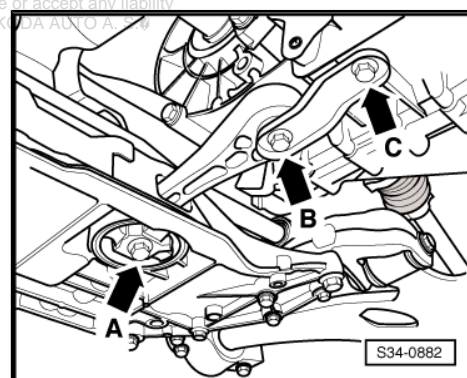
- Unscrew propshaft from flange of angle gearbox -arrows-.



When loosening and tightening the screws, counterhold the propshaft on the rear final drive.



- Remove pendulum support -arrows A, B- and -C-.

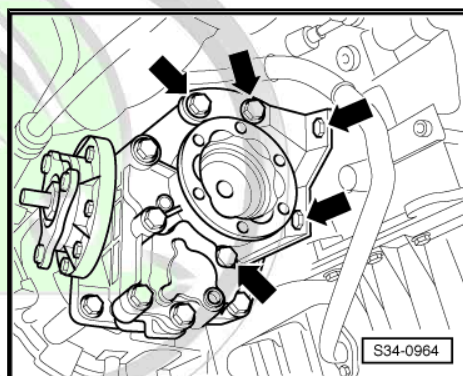
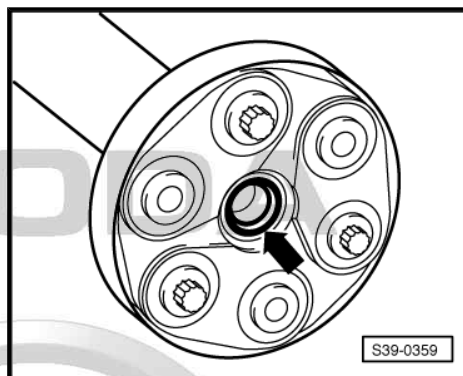




# Note

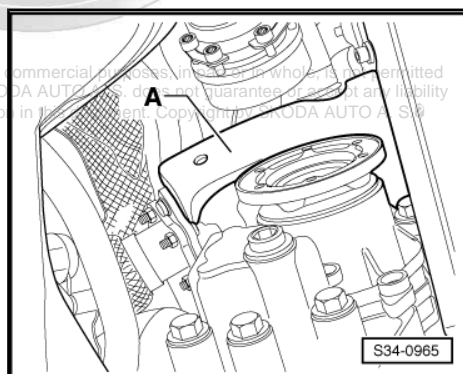
*After removing the pendulum support slightly swivel the engine/gearbox unit towards the front. When removing and installing make sure that the gasket ring in the flange of the propshaft is not damaged.*

- Push engine/gearbox assembly forward and pull off the propshaft from the angle gearbox.
- Raise propshaft and tie up.
- Remove support -arrows- between engine and angle gearbox.



- Remove support -A- between exhaust manifold and engine.

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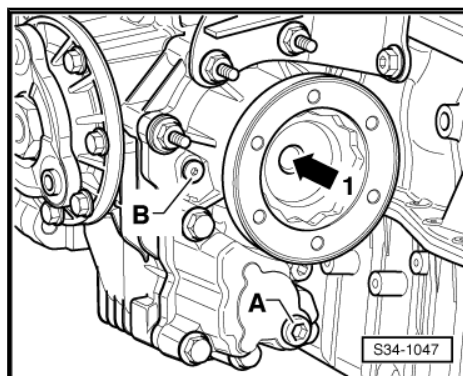


- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .



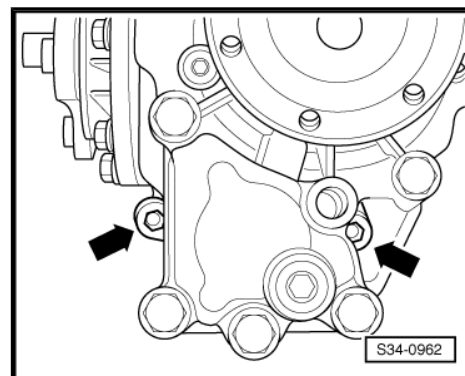
# Note

*The right flange shaft remains in the angle gearbox.*



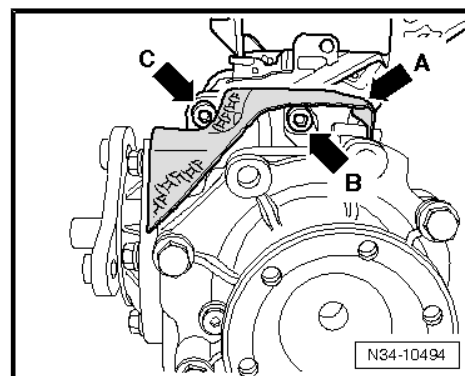


- Unscrew the bottom engine/gearbox connecting screws -arrows-.

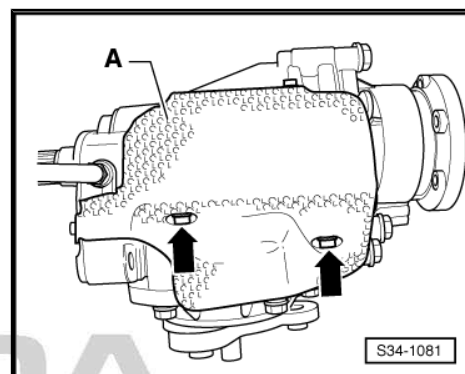


#### Note

*A heat shield -arrow A- is located on the top side of the angle gearbox. One of the two top connecting screws is located under this shield -arrow B-.*



- Release both screws of the heat shield -arrows-.

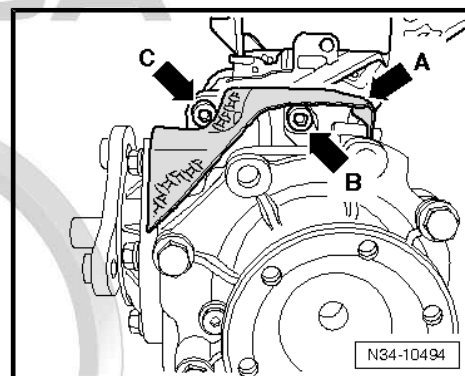


- Unscrew top engine/gearbox connecting screws -arrow C- and -arrow B-. When slackening the screw -arrow B- slightly raise the heat shield -arrow A-.
- Carefully remove angle gearbox.

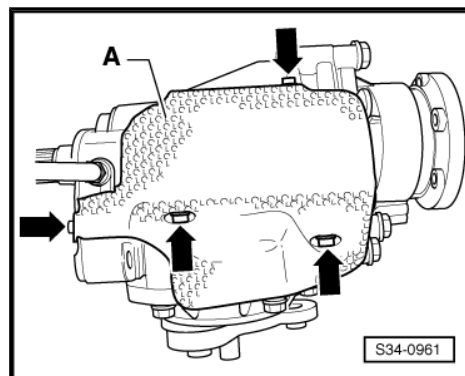


#### Note

*When removing the angle gearbox swivel the engine/gearbox assembly slightly forwards.*



- Remove the remaining screws of the heat shield for angle gearbox -arrows-.



## 3.2 Install

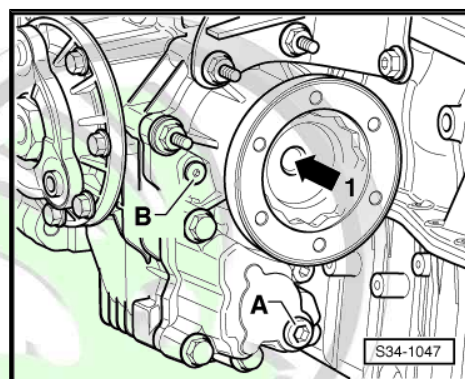
- The installation occurs in reverse order, while paying attention to the following.



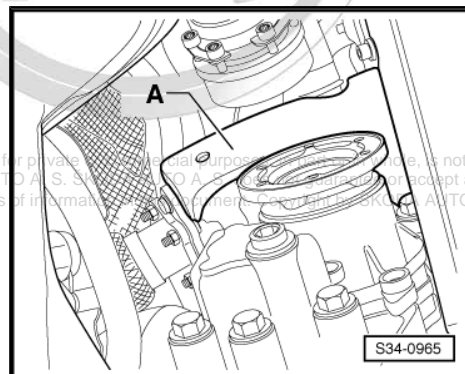
### Note

- ◆ *Clean splines of drive shaft and apply a thin film of grease - G 000 100- .*
- ◆ *Install the heat shield when replacing the angle gearbox.*
- ◆ *When attaching the angle gearbox to the gearbox slowly turn the flange shaft (slowly push angle gearbox to gearbox up to stop).*
- ◆ *Tighten gearbox/angle gearbox connecting screws crosswise (always replace screws ⇒ Electronic Catalogue of Original Parts ).*

- Install heat shield for angle gearbox.
- Attach angle gearbox to gearbox and tighten connecting screws crosswise.
- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- .

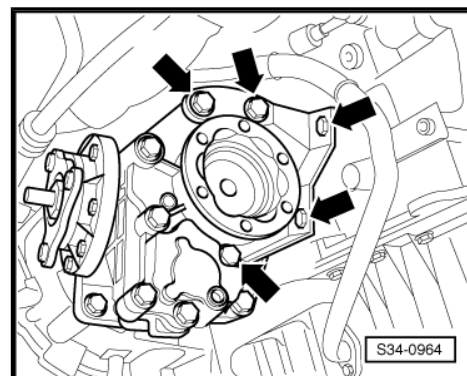


- Install support for exhaust manifold -A-.



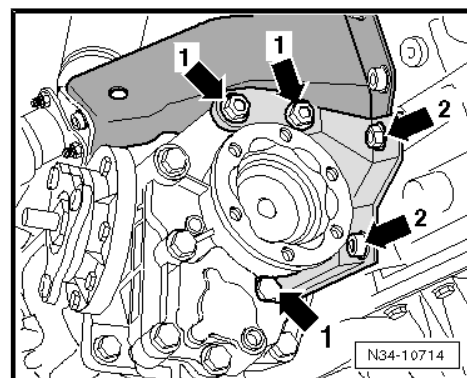
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- Install support between engine and angle gearbox.

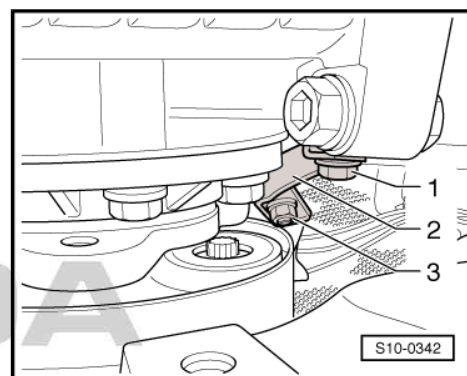


When installing the support between engine and angle gearbox, observe the following tightening sequence of the screws:

- ◆ Screw in screws -arrows 1- and pre-tighten by hand
- ◆ Screw in screws -arrows 2- and tighten to tightening torque  
⇒ [“3.2.1 Tightening torques”, page 157](#) .
- ◆ Tighten screws -arrows 1- to tightening torque  
⇒ [“3.2.1 Tightening torques”, page 157](#) .
- Attach cover plate for steering gear ⇒ Chassis; Rep. gr. 48 .
- Install propshaft ⇒ Propshaft and final drive. rear; Rep. gr. 39 .
- Install pendulum support.



- Install support -2- between exhaust manifold and angle gearbox.
- Assemble exhaust system free of stress and attach tunnel bridges ⇒ Engine; Rep. gr. 26 .
- After installing, check gear oil level in the angle gearbox  
⇒ [“5.1 Checking oil level in angle gearbox \(Octavia II\)”, page 162](#) .
- Install right drive shaft ⇒ Chassis; Rep. gr. 40 .
- Install the noise insulation (if present) ⇒ Chassis; Rep. gr. 44 .
- Install the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 66 .
- Attach the right front wheel ⇒ Chassis; Rep. gr. 44 .



### 3.2.1 Tightening torques

Component	Tightening torque
Heat shield for angle gearbox	5 Nm
Protective cap drive shaft on angle gearbox	20 Nm
Support between engine and angle gearbox	45 Nm
Right flange shaft	⇒ <a href="#">“2.2 Four-wheel drive (Octavia II)”, page 276</a>
Gearbox/angle gearbox <sup>1</sup> connecting screws	⇒ <a href="#">“2.2 Four-wheel drive (Octavia II)”, page 276</a> , or ⇒ <a href="#">“6.6.2 Four-wheel drive (Octavia II)”, page 180</a>
Pendulum support	⇒ Engine; Rep. gr. 10
Supports for exhaust manifold	⇒ Engine; Rep. gr. 10
Drive shaft to flange shaft	⇒ Chassis; Rep. gr. 40

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Component	Tightening torque
Underbody cover	⇒ Body Work; Rep. gr. 50

1) Always replace screws ⇒ Electronic Catalogue of Original Parts .

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## 4 Check gear oil level

⇒ ["4.1 Draining out gear oil", page 159](#)

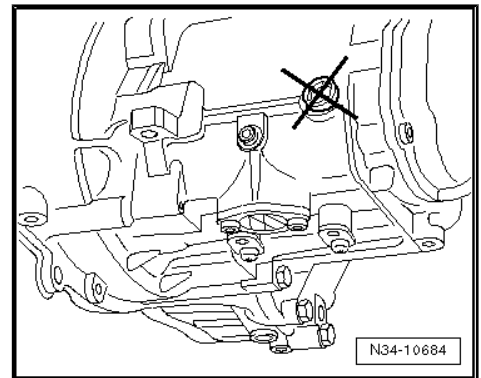
⇒ ["4.2 Pour in gear oil", page 160](#)



### Note

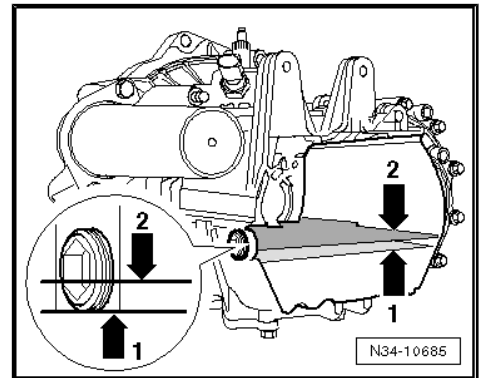
- ◆ *The gearbox oil level can only be checked by draining  
⇒ ["4.1 Draining out gear oil", page 159](#) the gear oil fully and  
then topping up ⇒ ["4.2 Pour in gear oil", page 160](#) again.*
- ◆ *To drain off the gear oil a bearing pin for the gearshift forks in  
the gearbox must be removed. The gearshift shaft must be  
locked in such a way that the position of the gearshift forks is  
not changed e.g. through unintentional operation of the gear-  
shift mechanism ⇒ ["4.1 Draining out gear oil", page 159](#) .*

Checking the gear oil in accordance with the previously known method is no longer possible.



The inclination of the engine/gearbox unit was changed, the bottom edge of the filler hole -1- is therefore located below the new oil level -2-.

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### 4.1 Draining out gear oil

Special tools and workshop equipment required

- ◆ Catch pan



### Note

*To drain off the gear oil a bearing pin for the gearshift forks in the gearbox must be removed. The gearshift shaft must be locked in such a way that the position of the gearshift forks is not changed e.g. through unintentional operation of the gearshift mechanism.*

- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24.

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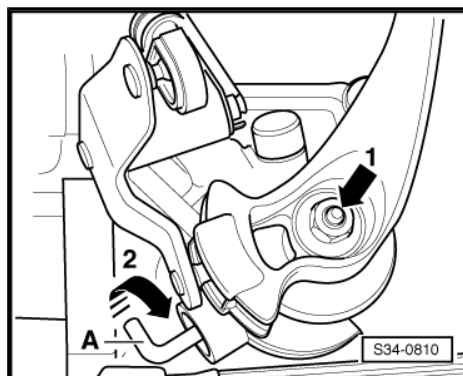


Lock the gearshift shaft as follows:

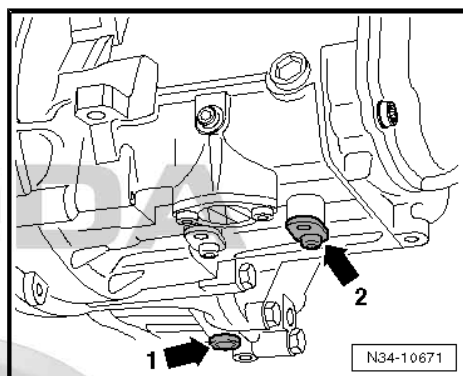
- Push down the gearshift lever in the -direction of arrow 1- into the gate of the 1st/2nd gear. Turn the angle lever -A- in -direction of arrow 2-, until it locks.

This locks the gearshift shaft and can no longer be moved.

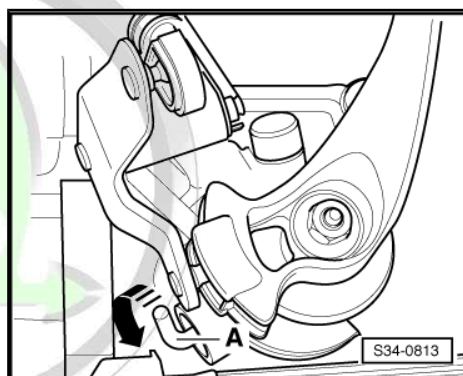
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the gearbox.



- Remove oil drain plug -1-, bearing pin -2- and drain out gear oil.
- Install oil drain plug -1- and tighten to tightening torque ⇒ ["7.1 Front-wheel-drive", page 206](#) .
- Install bearing pin -2- (always replace O-ring ⇒ Electronic Catalogue of Original Parts ) and tighten to tightening torque ⇒ ["6.5 Summary of components - Gearbox housing and gearshift mechanism", page 176](#) .



- Turn angle lever -A- back to the initial position in -direction of arrow-.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



## 4.2 Pour in gear oil

### Special tools and workshop equipment required

- ♦ Hose approx. 600 mm long with outer Ø 10 mm
- ♦ Hopper

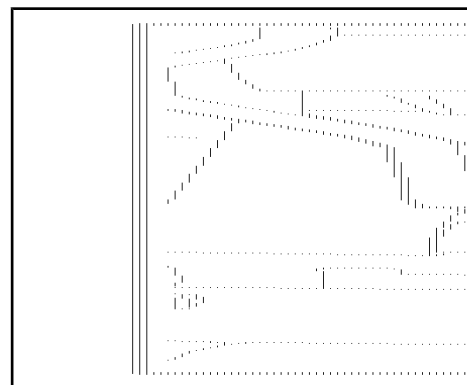
Gearbox oil specification and amount of oil in gearbox  
⇒ ["4.1 Filling capacity", page 6](#) .

- Remove air filter, if it is installed above the engine ⇒ Engine; Rep. gr. 24 .

- Remove reversing light switch -arrow-
- Insert hose with hopper into the location hole of the reversing light switch and pour in gear oil.
- Install reversing light switch -arrow- and tighten to tightening torque ⇒ [“9 Repairing shift mechanism”, page 218](#) .
- Inspect function of shift mechanism:
  - ◆ Octavia II ⇒ [“1.20.1 Functional test”, page 122](#) .
  - ◆ Octavia III ⇒ [“1.21.1 Functional test”, page 124](#) .
  - ◆ Superb II ⇒ [“1.22.1 Functional test”, page 126](#) .

**For the vehicles Octavia II and Superb II**

- Install air filter, if it has been removed ⇒ Engine; Rep. gr. 24 .



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## 5 Inspecting gear oil in the angle gearbox

⇒ [“5.1 Checking oil level in angle gearbox \(Octavia II\)”, page 162](#)

⇒ [“5.2 Topping up oil in angle gearbox \(Octavia II\)”, page 163](#)

### 5.1 Checking oil level in angle gearbox (Octavia II)

The angle gearbox is screwed on laterally to the manual gearbox and has its own closed oil circulation system.

Oil specification and capacity ⇒ [“4.1 Filling capacity”, page 6](#) .

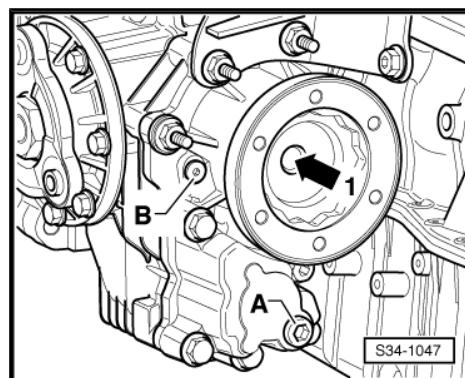
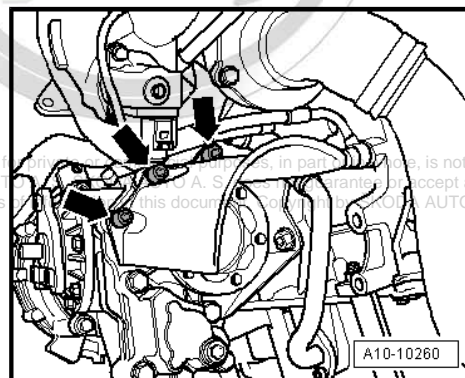
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Position the catch pan under the angle gearbox.



#### Note

Cover area under the oil filler plug with cloths.

- If applicable remove cap for drive shaft -arrows-.



- Unscrew oil filler plug -B-.

Screw -B- must be replaced

The oil is at the correct level if the angle gearbox is filled up to the lower edge of the oil filler hole.

If oil gets onto the angle gearbox, it must be thoroughly removed.

- Top up oil if necessary  
⇒ [“5.2 Topping up oil in angle gearbox \(Octavia II\)”, page 163](#) .
- Screw in new screw -B- and tighten to tightening torque.
- Install protective cap for drive shaft, if it was removed.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .

Tightening torques		Nm
Filler screw <sup>1</sup>		15
Protective cap drive shaft on angle gearbox	⇒ <a href="#">“3.2.1 Tightening torques”, page 157</a>	

<sup>1)</sup> Always replace screw ⇒ Electronic Catalogue of Original Parts .

## 5.2 Topping up oil in angle gearbox (Octavia II)

### Special tools and workshop equipment required

- ◆ Filling device for Haldex 2 - coupling - VAS 6291-

The angle gearbox is screwed on laterally to the manual gearbox and has its own closed oil circulation system.

Oil specification and capacity ⇒ ["4.1 Filling capacity", page 6](#) .

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .

For refilling the filling device use (e. g. -VAS 6291- ).

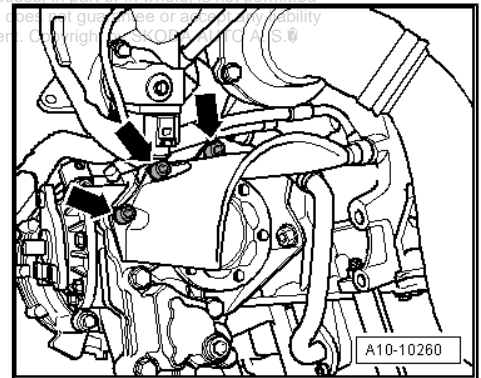
- Pull hose of filling device -VAS 6291- through the engine compartment.



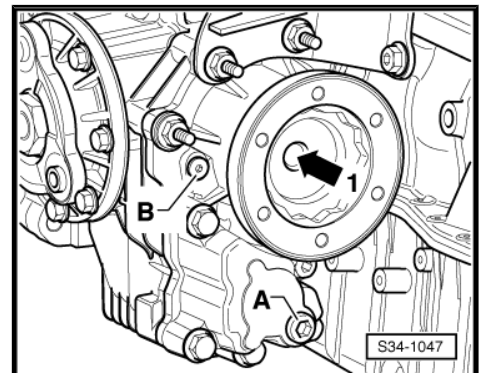
### Note

Cover area under the oil filler plug with cloths.

- If applicable remove cap for drive shaft -arrows-

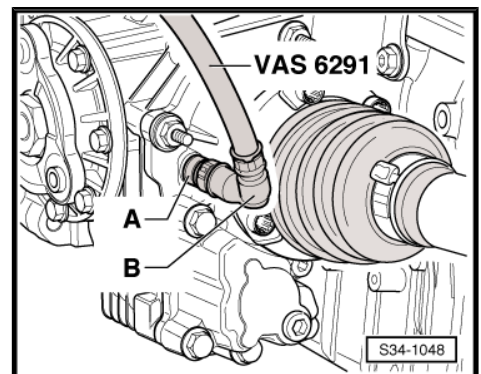


- Unscrew oil filler plug -B-.

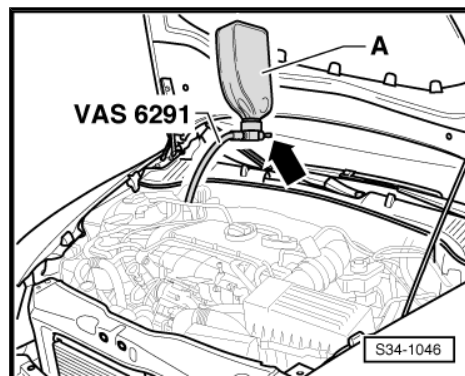


- Screw in adapter -A- up to the stop.
- Lock angular piece -B- with adapter -A-.

The hose must not sag.



- Ensure that the valve -arrow- is closed.
- Screw oil reservoir -A- onto filling device -VAS 6291- .
- Now open valve -arrow- and hold oil reservoir as shown.
- Angle gearbox is now filled with oil.
- Raise the vehicle after several minutes.



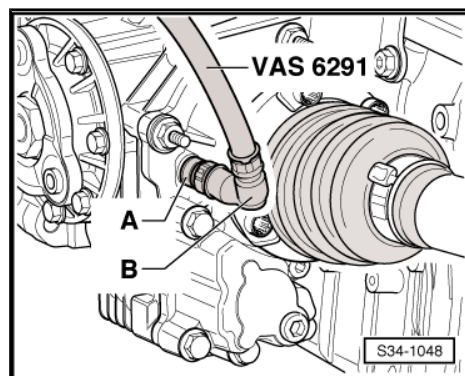
#### Note

- ♦ If the angle gearbox is correctly filled, oil flows out at the adapter -A-.
- ♦ If no oil flows out, lower the vehicle and continue the filling procedure.

- Raise vehicle.
- If oil flows out, place down oil reservoir (e.g on a tool car).

One part of the excessive oil flows now back into the oil reservoir.

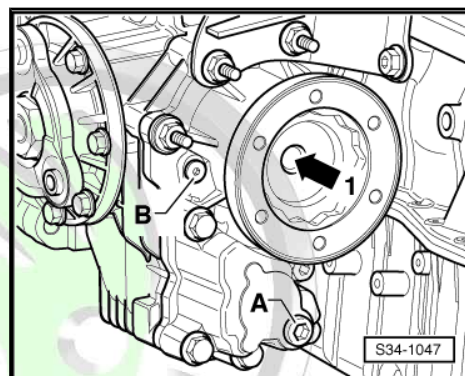
- If no more oil flows back, remove filling device -VAS 6291- .
- Make sure that there is still oil in the hose of the filling device.
- Screw in original oil filler plug.
- Start engine, engage a gear and allow gearbox to rotate for about 2 minutes.
- Switch off engine and unscrew oil drain plug.
- If necessary pour in oil again up to lower edge of filler hole.



- Screw in new screw -B- and tighten to tightening torque.
- Install protective cap for drive shaft, if it was removed.

If oil gets onto the angle gearbox, it must be thoroughly removed.

- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



Tightening torques		Nm
Filler screw <sup>1</sup>		15
Protective cap drive shaft on angle gearbox	⇒ "3.2.1 Tightening torques", page 157	

<sup>1)</sup> Always replace screw ⇒ Electronic Catalogue of Original Parts .



## 6 Disassembling and assembling the gearbox

⇒ [“6.1 Gearbox - Summary of components”, page 165](#)

⇒ [“6.2 Summary of components”, page 167](#)

⇒ [“6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)”, page 170](#)

⇒ [“6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)”, page 174](#)

⇒ [“6.5 Summary of components - Gearbox housing and gearshift mechanism”, page 176](#)

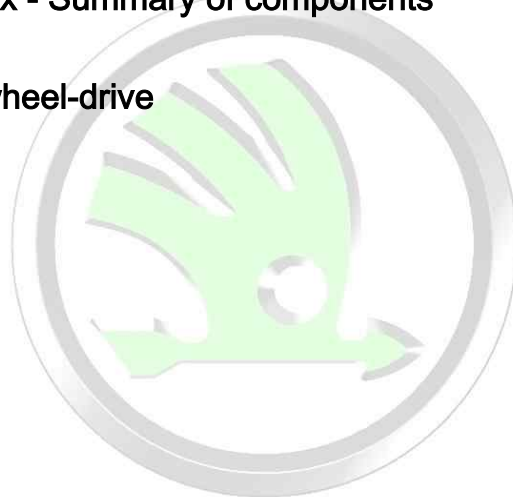
⇒ [“6.6 Summary of components - Drive shaft, output shaft, differential gear and gearshift forks”, page 177](#)

⇒ [“6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear”, page 181](#)

⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#)

### 6.1 Gearbox - Summary of components

#### 6.1.1 Front-wheel-drive

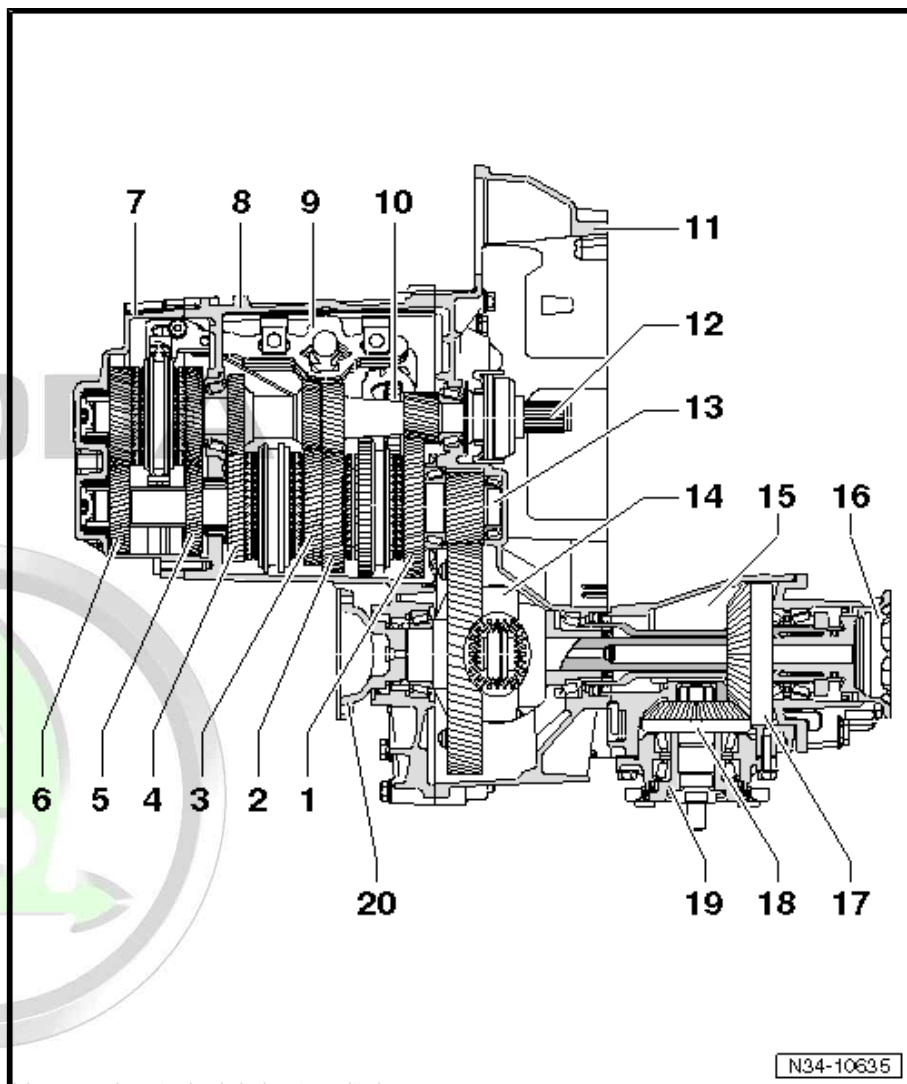


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- 
- A detailed technical cross-section diagram of a 5-speed manual transmission assembly. The diagram shows the internal components, including the input shaft, output shaft, five gear sets, and the housing. Numbered callouts 1 through 14 point to specific parts: 1. Input shaft, 2. Output shaft, 3. First gear set, 4. Second gear set, 5. Third gear set, 6. Fourth gear set, 7. Fifth gear set, 8. Input shaft seal, 9. Output shaft seal, 10. Reverse idler gear, 11. Reverse gear, 12. Reverse shift fork, 13. Reverse shift lever, 14. Reverse shift knob. The diagram is labeled 'S34-0981' in the bottom right corner.

## 6.1.2 Four-wheel drive (Octavia II)

- 1 - 1. gear
- 2 - 2. gear
- 3 - 3. gear
- 4 - 4. gear
- 5 - 5. gear
- 6 - 6. gear
- 7 - Cover for gearbox housing
- 8 - Gearbox housing
- 9 - Shift mechanism  
□ (Gearshift forks)
- 10 - Reverse gear
- 11 - Clutch housing
- 12 - Drive shaft
- 13 - Output shaft
- 14 - Differential gear
- 15 - Angle gearbox
- 16 - Right flange shaft
- 17 - Head bevel gear
- 18 - Shank bevel gear
- 19 - Output flange
- 20 - Flange shaft left



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## 6.2 Summary of components

### 6.2.1 Front-wheel-drive

Mounting sequence - remove and install gearbox housing cover and 5th/6th gear

⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#) .

Mounting sequence - completely disassemble and assemble gearbox

⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#) .



I - Summary of components -  
 Remove and install gearbox  
 housing cover and 5th/6th gear  
 (Octavia II, Octavia III)

⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#) .

I - Summary of components -  
 Remove and install gearbox  
 housing cover and 5th/6th gear  
 (Superb II)

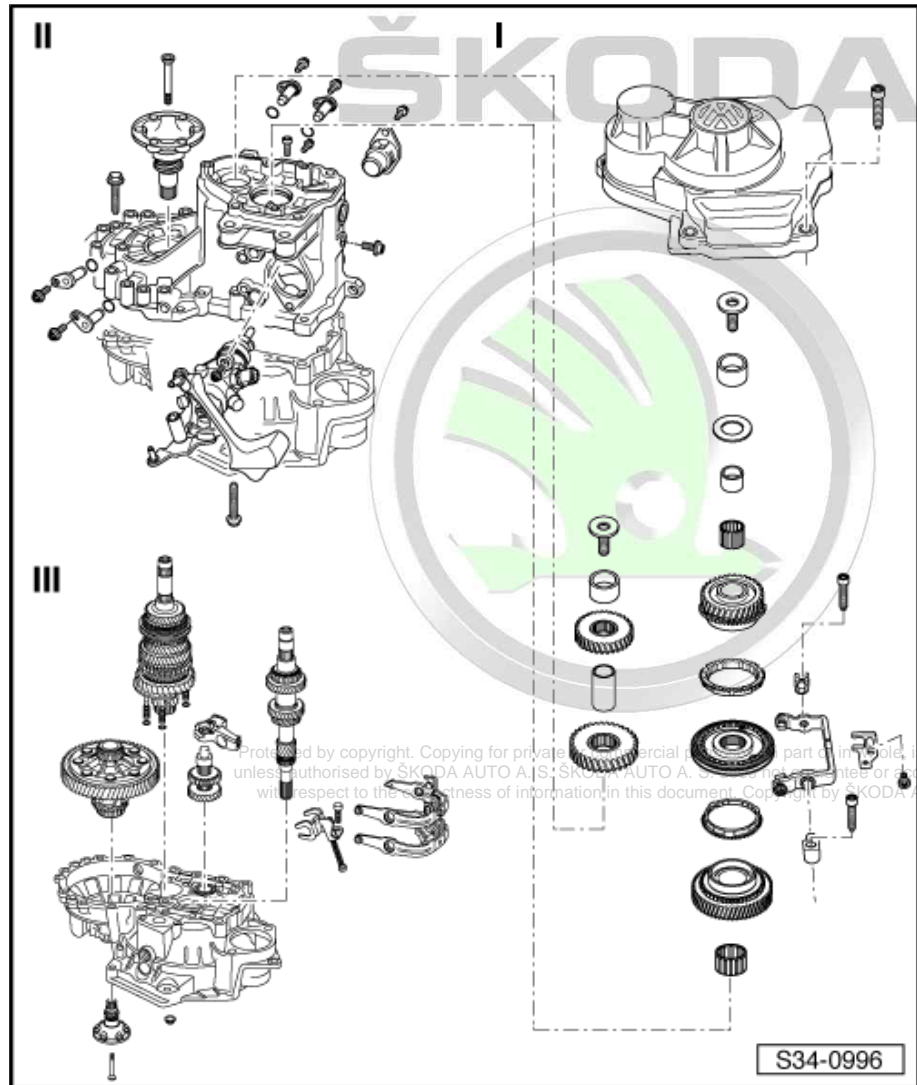
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#) .

II - Summary of components -  
 Remove and install gearbox  
 housing and shift mechanism

⇒ ["6.5 Summary of components - Gearbox housing and gearshift mechanism", page 176](#) .

III - Summary of components -  
 Removing and installing the  
 drive shaft, output shaft, differential gear and shift forks

⇒ ["6.6 Summary of components - Drive shaft, output shaft, differential gear and gearshift forks", page 177](#) .



## 6.2.2 Four-wheel drive (Octavia II)

Mounting sequence - remove and install gearbox housing cover and 5th/6th gear

⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#) .

Mounting sequence - completely disassemble and assemble gearbox

⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#) .

I - Summary of components -  
Removing and installing gear-  
box housing cover and 5th/6th  
gear

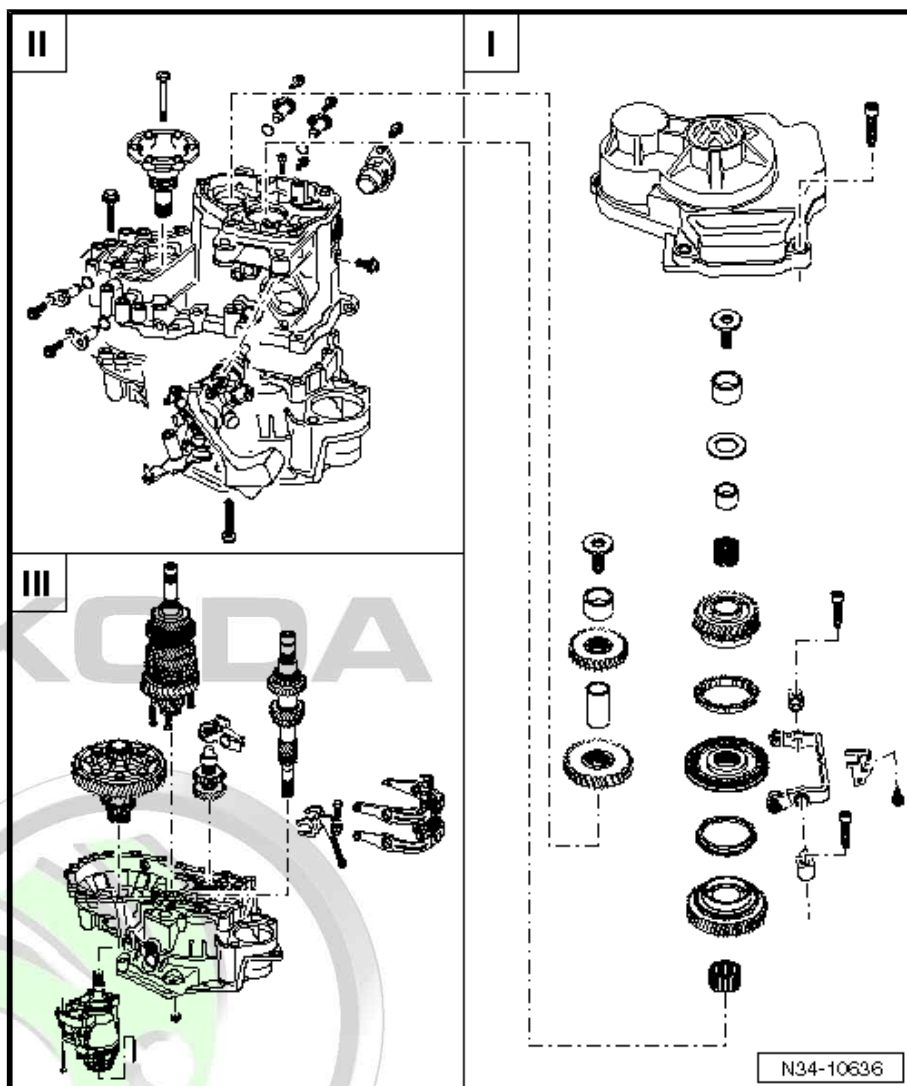
⇒ "6.3 Summary of compo-  
nents - Gearbox housing cover  
and 5th/6th gear (Octavia II,  
Octavia III)", page 170 .

II - Summary of components -  
Remove and install gearbox  
housing and shift mechanism

⇒ "6.5 Summary of compo-  
nents - Gearbox housing and  
gearshift mechanism",  
page 176 .

III - Summary of components -  
Removing and installing the  
drive shaft, output shaft, differ-  
ential gear and shift forks

⇒ "6.6 Summary of compo-  
nents - Drive shaft, output  
shaft, differential gear and  
gearshift forks", page 177 .



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## 6.3 Summary of components - Gearbox housing cover and 5th/6th gear (Octavia II, Octavia III)

### 1 - Gearbox housing

- ❑ repairing  
⇒ ["7 Repairing gearbox housing and clutch housing", page 206](#)

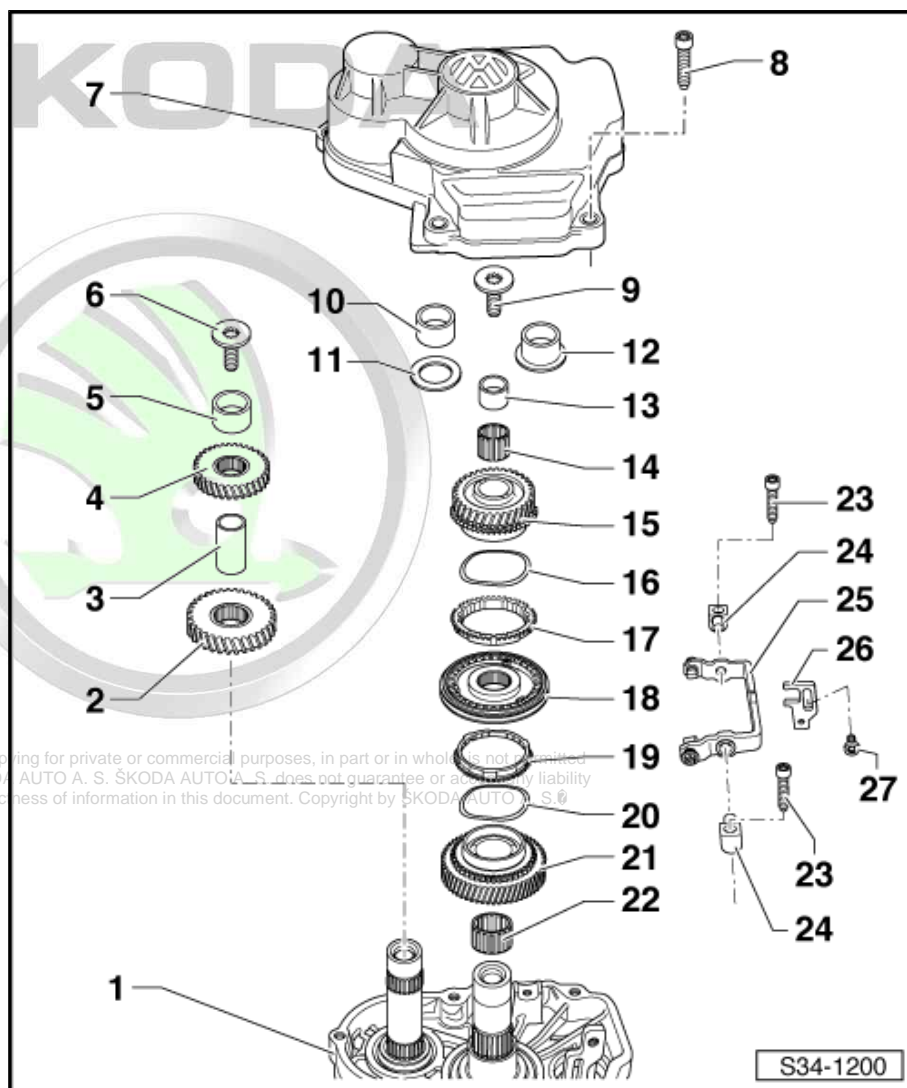
### 2 - 5th gear pinion

- ❑ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ❑ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#)

### 3 - Bushing

### 4 - 6th gear pinion

- ❑ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ❑ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th](#)



[gear", page 181](#)

#### 5 - Inner ring/cylindrical-roller bearing

- ☐ for output shaft
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of input shaft
- ☐ diameter changed as of production date 09.06
- ☐ Assignment ⇒ [page 174](#)
- ☐ can be replaced separately ⇒ Electronic Catalogue of Original Parts

#### 6 - Screw with internal serrations

- ☐ for output shaft
- ☐ up to production date 08/06: 40 Nm + 180° further
- ☐ as of production date 09/06: 80 Nm + 90° further
- ☐ Assignment ⇒ [page 174](#)
- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 7 - Cover for gearbox housing

- ☐ with cylindrical-roller bearing for input and output shaft
- ☐ as of production date 09.06 the diameter for bearings for input and output shaft was changed  
⇒ ["8 Repairing gearbox housing cover", page 215](#)
- ☐ repairing ⇒ ["8 Repairing gearbox housing cover", page 215](#)



#### Note

*If the gearbox housing cover is fitted with the gearbox mounted, inspect the gear oil level, if necessary top up with oil  
⇒ ["4 Check gear oil level", page 159](#).*

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## 8 - Screw

- ☐ 5 pieces
- ☐ for cover for gearbox housing
- ☐ 18 Nm

## 9 - Screw with internal serrations

- ☐ for drive shaft
- ☐ up to production date 08/06: 40 Nm + 180° further
- ☐ as of production date 09/06: 80 Nm + 90° further
- ☐ Assignment ⇒ [page 173](#)
- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 10 - Inner ring/cylindrical-roller bearing (up to 08.06)

- ☐ for drive shaft
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of output shaft
- ☐ the shape of the inner ring for cylindrical roller bearing was modified as of production date 09.06  
⇒ ["1.1 Disassembling and assembling the drive shaft", page 226](#)
- ☐ can be replaced separately ⇒ Electronic Catalogue of Original Parts

## 11 - Axial washer

- ☐ no longer available as of production date 09.06

## 12 - Inner ring/cylindrical-roller bearing (as of 09.06)

- ☐ for drive shaft
- ☐ Assignment ⇒ [page 173](#)

## 13 - Bushing

- ☐ for 6th gear needle bearing
- ☐ replace together with needle bearing ⇒ Electronic Catalogue of Original Parts
- ☐ diameter changed as of production date 09.06
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

## 14 - Needle bearing

- ☐ for 6th gear
- ☐ replace together with bushing ⇒ Electronic Catalogue of Original Parts
- ☐ diameter changed as of production date 09.06
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

## 15 - 6th gear pinion

- ☐ adapted to the sleeve Pos. 13 and the needle bearing Pos. 14 as of production date 09.06
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

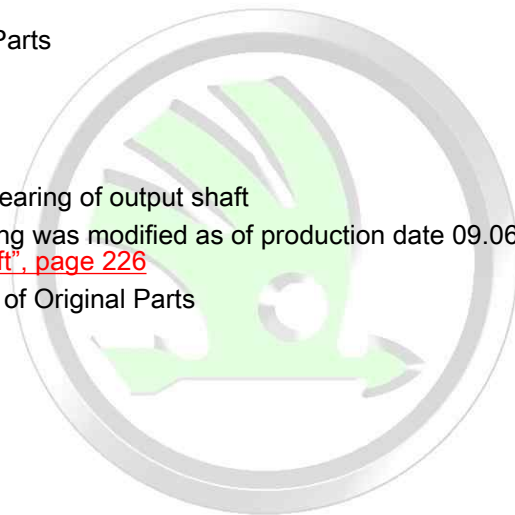
## 16 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

## 17 - 6th gear synchronizer ring

- ☐ with integrated arresters ⇒ [page 201](#)
- ☐ check for wear ⇒ [page 200](#)

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## 18 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ☐ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#)
- ☐ disassembling and assembling ⇒ ["1 Drive shaft", page 226](#)
- ☐ Sliding sleeve was modified as of production date 06.06  
⇒ ["1.1 Disassembling and assembling the drive shaft", page 226](#)
- ☐ set up to production date 05.06 ⇒ [page 204](#)
- ☐ set as of production date 06.06 ⇒ [page 204](#)

## 19 - 5th gear synchronizer ring

- ☐ is damaged by the drive shaft when removing
- ☐ with integrated arresters ⇒ [page 201](#)
- ☐ check for wear ⇒ [page 200](#)
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 20 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

## 21 - 5th gear pinion

## 22 - Needle bearing

- ☐ for 5th gear

## 23 - Screw

- ☐ for bearing bolt at gearbox housing
- ☐ 25 Nm

## 24 - Bearing bolt

## 25 - 5th/6th gear shift fork

- ☐ 5./6. Set gear (up to production date 05.06) ⇒ [page 204](#)
- ☐ 5./6. Set gear (as of production date 06.06) ⇒ [page 204](#)

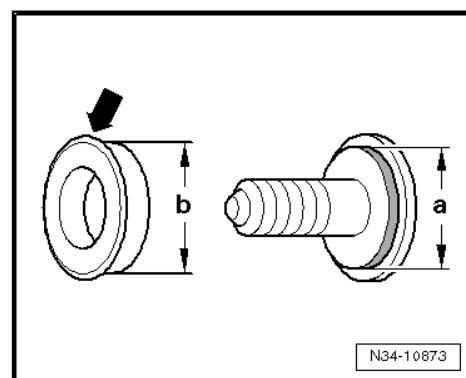
## 26 - 5th/6th gear shift gate

## 27 - Screw

- ☐ 25 Nm

## Assign fixing screws for the inner rings of the cylindrical-roller bearings for drive shaft

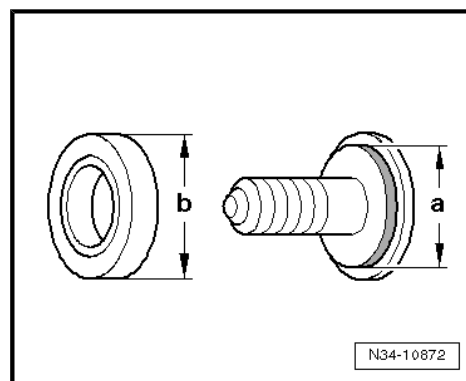
Guide inner ring for the cylindrical-roller bearing  
⇒ [Item 10 \(page 172\)](#) together with thrust washer  
⇒ [Item 11 \(page 172\)](#) -arrow-.



Production date of the gearbox	Clearance "a"	Dimension "b"
Up to 08.06	21 mm	31 mm
As of 09.06	23.4 mm	37 mm

Assign fixing screws for the inner rings of the cylindrical-roller bearings for drive shaft

Production date of the gearbox	Clearance "a"	Dimension "b"
Up to 08.06	21 mm	31 mm
As of 09.06	23.4 mm	37 mm



## 6.4 Summary of components - Gearbox housing cover and 5th/6th gear (Superb II)

### 1 - Gearbox housing

- ☐ repairing  
⇒ ["7 Repairing gearbox housing and clutch housing", page 206](#)
- ☐ remove together with 5th/6th gear  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)

### 2 - 5th gear pinion

- ☐ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ☐ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#)

### 3 - Bushing

### 4 - 6th gear pinion

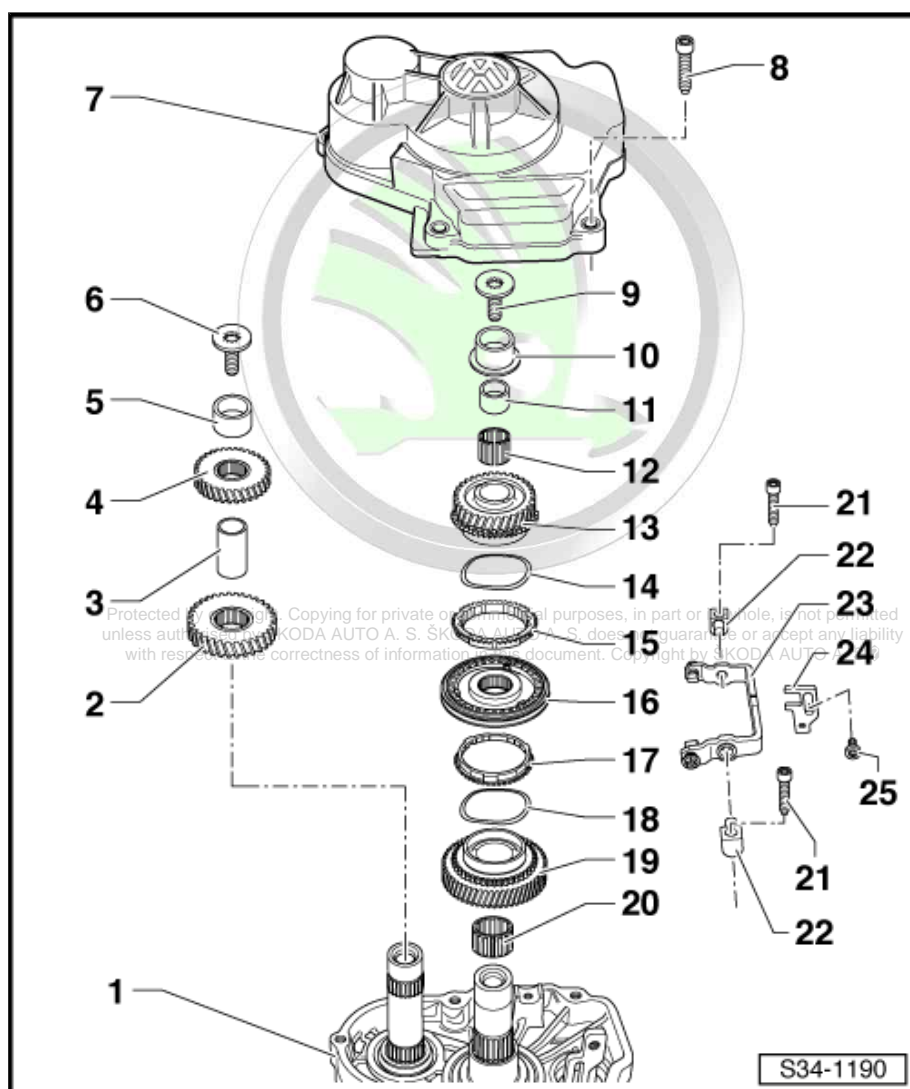
- ☐ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ☐ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#)

### 5 - Inner ring/cylindrical-roller bearing

- ☐ for output shaft

### 6 - Screw with internal serrations

- ☐ for output shaft





- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ Clean the threaded holes for the fixing screws of the 6th gear pinion using a screw-tap in order to remove locking agent residues; otherwise there is a risk that the screws will shear
- ☐ 80 Nm + 90° further

#### 7 - Cover for gearbox housing

- ☐ with cylindrical-roller bearing for input and output shaft
- ☐ repairing ⇒ ["8 Repairing gearbox housing cover", page 215](#)

#### 8 - Screw

- ☐ 5 pieces
- ☐ for cover to gearbox housing
- ☐ 18 Nm

#### 9 - Screw with internal serrations

- ☐ for drive shaft
- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ Clean the threaded holes for the fixing screws of the 5th and 6th gear synchronizer body using a screw-tap in order to remove locking agent residues; otherwise there is a risk that the screws will shear
- ☐ 80 Nm + 90° further

#### 10 - Inner ring/cylindrical-roller bearing

- ☐ for drive shaft

#### 11 - Bushing

- ☐ for 6th gear needle bearing
- ☐ replace together with needle bearing Pos. 12 ⇒ Electronic Catalogue of Original Parts

#### 12 - Needle bearing

- ☐ for 6th gear
- ☐ replace together with bushing Pos. 11 ⇒ Electronic Catalogue of Original Parts

#### 13 - 6th gear sliding gear

#### 14 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

#### 15 - 6th gear synchronizer ring

- ☐ check for wear ⇒ [page 200](#)
- ☐ with integrated arresters ⇒ [page 201](#)

#### 16 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ remove together with gearbox housing  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)
- ☐ remove separately  
⇒ ["6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear", page 181](#)
- ☐ disassembling and assembling ⇒ ["1 Drive shaft", page 226](#)
- ☐ adjust ⇒ [page 204](#)
- ☐ Installation of the springs bent at right angles for the arresters  
⇒ ["1.1 Disassembling and assembling the drive shaft", page 226](#)

#### 17 - 5th gear synchronizer ring

- ☐ is damaged by the drive shaft when removing
- ☐ check for wear ⇒ [page 200](#)
- ☐ with integrated arresters ⇒ [page 201](#)
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

#### 18 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

#### 19 - 5th gear sliding gear

#### 20 - Needle bearing

- ☐ for 5th gear

#### 21 - Screw

- ☐ for bearing bolt at gearbox housing
- ☐ 25 Nm

#### 22 - Bearing bolt

#### 23 - 5th/6th gear shift fork

- ☐ adjust ⇒ [page 204](#)

#### 24 - 5th/6th gear shift gate

#### 25 - Screw

- ☐ 25 Nm

### 6.5 Summary of components - Gearbox housing and gearshift mechanism

#### 1 - Screw

- ☐ 25 Nm

#### 2 - Flange shaft with pressure spring

- ☐ Removing and installing  
⇒ ["1 Replacing gasket  
rings for flange shafts  
with gearbox installed",  
page 259](#)

#### 3 - Screw

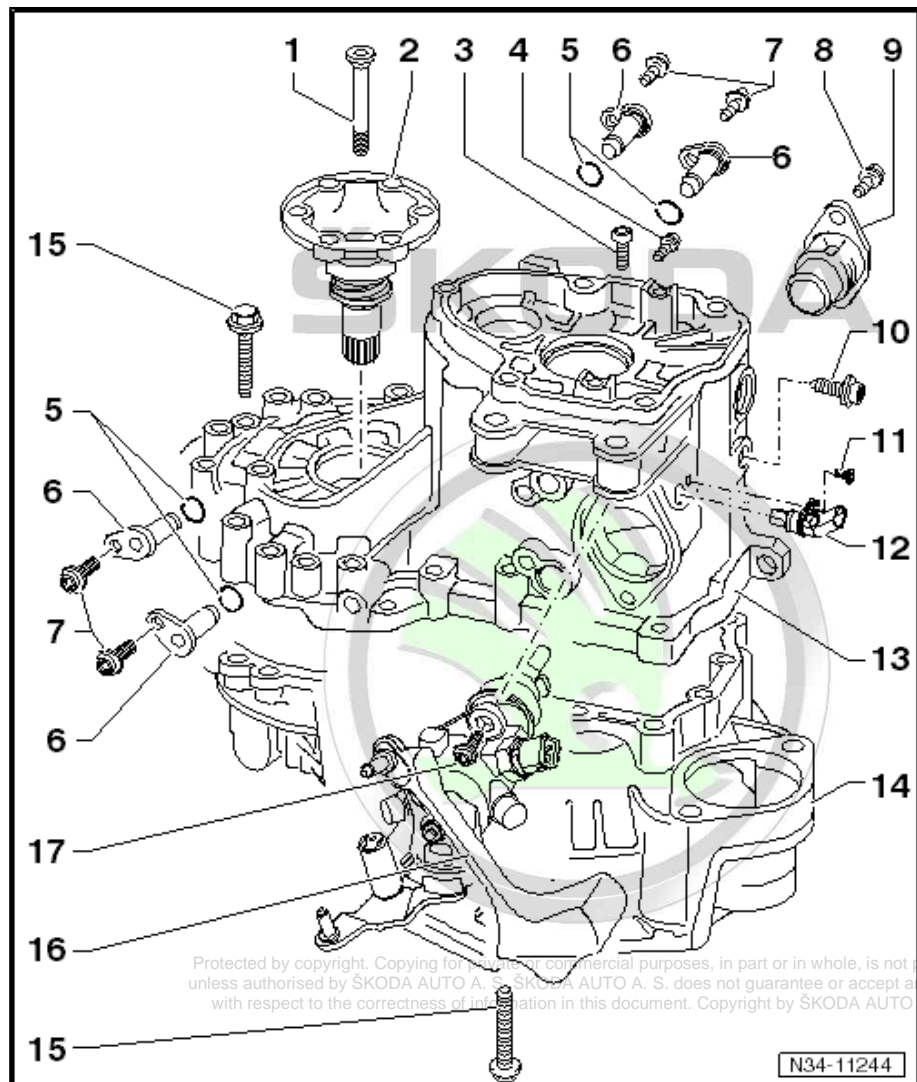
- ☐ for reverse shaft support
- ☐ self-locking
- ☐ always replace ⇒ Elec-  
tronic Catalogue of  
Original Parts
- ☐ 25 Nm

#### 4 - Screw

- ☐ for reverse shaft support
- ☐ self-locking
- ☐ always replace ⇒ Elec-  
tronic Catalogue of  
Original Parts
- ☐ 25 Nm

#### 5 - O-ring

- ☐ always replace ⇒ Elec-  
tronic Catalogue of



Original Parts

**6 - Bearing bolt**

**7 - Screw**

- ☐ 25 Nm

**8 - Screw**

- ☐ 25 Nm

**9 - Cover**

**10 - Screw**

- ☐ for reverse shaft support
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 25 Nm

**11 - Screw**

- ☐ 5 Nm

**12 - Transmission neutral sender - G701-**

- ☐ on vehicles with start-stop system

**13 - Gearbox housing**

- ☐ repairing ⇒ [“7 Repairing gearbox housing and clutch housing”, page 206](#)

**14 - Clutch housing**

- ☐ repairing ⇒ [“7 Repairing gearbox housing and clutch housing”, page 206](#)

**15 - Screw**

- ☐ 25 Nm + 90° further

**16 - Shift mechanism**

- ☐ (Gearshift forks)
- ☐ repairing ⇒ [“9 Repairing shift mechanism”, page 218](#)

**17 - Screw**

- ☐ 25 Nm

## 6.6 Summary of components - Drive shaft, output shaft, differential gear and gear-shift forks

Front-wheel drive ⇒ [“6.6.1 Front-wheel-drive”, page 178](#) .

Four-wheel drive (Octavia II)

⇒ [“6.6.2 Four-wheel drive \(Octavia II\)”, page 180](#) .



## 6.6.1 Front-wheel-drive

### 1 - Differential gear

- ❑ disassembling and assembling  
⇒ ["2 Differential gear", page 274](#)

### 2 - O-ring

- ❑ 4 pieces
- ❑ always replace ⇒ Electronic Catalogue of Original Parts

### 3 - Bevel pinion (output shaft)

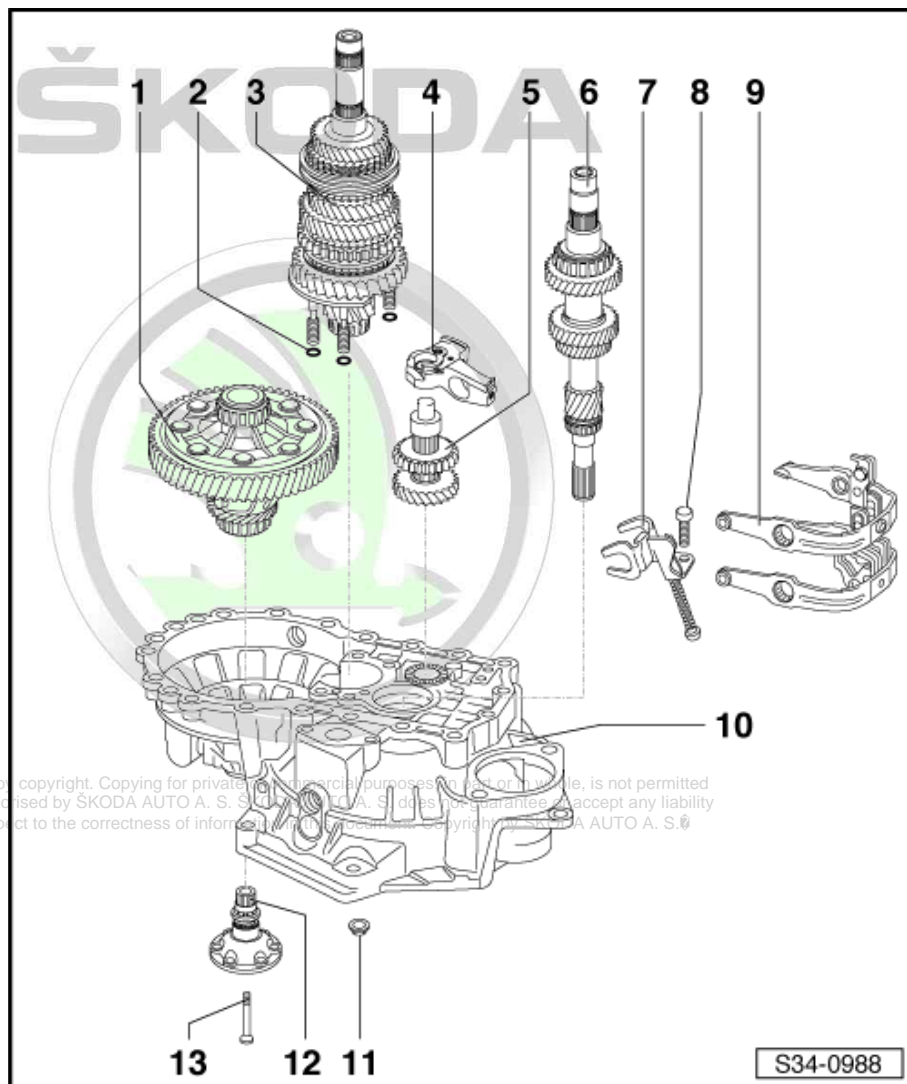
- ❑ disassembling and assembling  
⇒ ["2 Bevel pinion \(output shaft\)", page 240](#)

### 4 - reverse shaft support

- ❑ disassembling and assembling  
⇒ ["3 Reverse shaft", page 255](#)

### 5 - Reverse shaft

- ❑ disassembling and assembling ► 08.10  
⇒ ["3.1 Summary of components - Reverse shaft with sliding gear wheel" ► 08.10", page 255](#)
- ❑ disassembling and assembling 08.10 ►  
⇒ ["3.2 Summary of components - Reverse shaft with sliding clutch 08.10](#)



[►", page 256](#)

## 6 - Drive shaft

- ☐ disassembling and assembling ⇒ ["1 Drive shaft", page 226](#)

## 7 - Gearshift fork reverse gear

- ☐ disassembling and assembling ⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#)
- ☐ Fitting position ⇒ ["6.8.2 Install", page 195](#)

## 8 - Screw

- ☐ 25 Nm

## 9 - Shift mechanism

- ☐ (Gearshift forks)
- ☐ disassembling and assembling ⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#)

## 10 - Clutch housing

- ☐ repairing ⇒ ["7 Repairing gearbox housing and clutch housing", page 206](#)

## 11 - Nuts for bearing support

- ☐ 4 pieces
- ☐ 25 Nm + 90° further

## 12 - Flange shaft with pressure spring

- ☐ Removing and installing  
⇒ ["1 Replacing gasket rings for flange shafts with gearbox installed", page 259](#)

## 13 - Screw

- ☐ 25 Nm

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## 6.6.2 Four-wheel drive (Octavia II)

### 1 - Differential gear

- ❑ disassembling and assembling  
⇒ ["2 Differential gear", page 274](#)

### 2 - O-ring

- ❑ 4 pieces
- ❑ always replace ⇒ Electronic Catalogue of Original Parts

### 3 - Bevel pinion (output shaft)

- ❑ disassembling and assembling  
⇒ ["2 Bevel pinion \(output shaft\)", page 240](#)

### 4 - reverse shaft support

- ❑ disassembling and assembling  
⇒ ["3 Reverse shaft", page 255](#)

### 5 - Reverse shaft

- ❑ disassembling and assembling ➤ 08.10  
⇒ ["3.1 Summary of components - Reverse shaft with sliding gear wheel ➤ 08.10", page 255](#)
- ❑ disassembling and assembling 08.10 ➤  
⇒ ["3.2 Summary of components - Reverse shaft with sliding clutch 08.10 ➤", page 256](#)

### 6 - Drive shaft

- ❑ disassembling and assembling ⇒ ["1 Drive shaft", page 226](#)

### 7 - Gearshift fork reverse gear

- ❑ disassembling and assembling ⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#)
- ❑ Fitting position ⇒ ["6.8.2 Install", page 195](#)

### 8 - Screw

- ❑ 25 Nm

### 9 - Shift mechanism

- ❑ (Gearshift forks)
- ❑ disassembling and assembling ⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#)

### 10 - Clutch housing

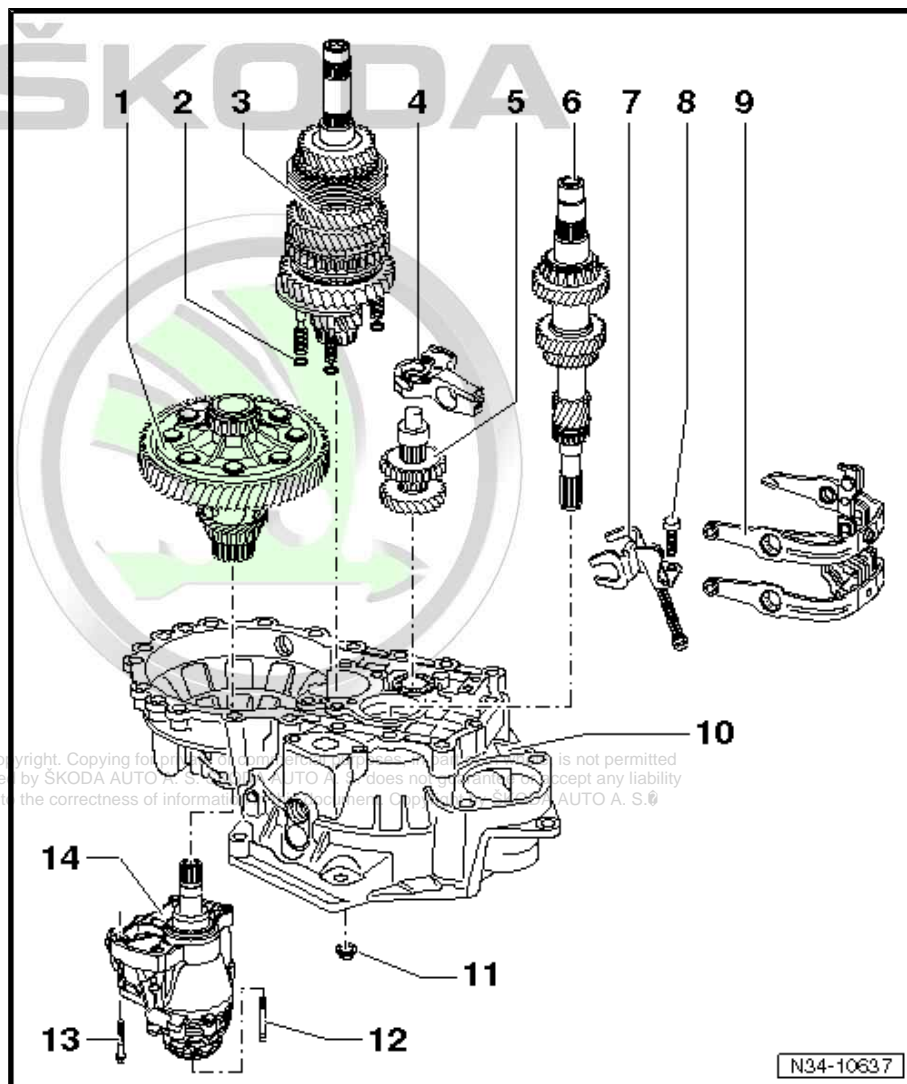
- ❑ repairing ⇒ ["7 Repairing gearbox housing and clutch housing", page 206](#)

### 11 - Nuts for bearing support

- ❑ 4 pieces
- ❑ 25 Nm + 90° further

### 12 - Screw

25 Nm



### 13 - Screw

- ☐ 4 pieces
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 40 Nm + 45° further

### 14 - Angle gearbox

- ☐ Removing and installing with manual gearbox fitted  
⇒ [“3 Removing and installing angle gearbox”, page 151](#)
- ☐ Removing and installing with manual gearbox removed  
⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#)

## 6.7 Mounting sequence - removing and installing gearbox housing cover and 5th/6th gear



### Note

- ◆ *If it is intended to only remove the 5th/6th gear, keep to the following work sequence.*
- ◆ *Follow this sequence of work steps when removing the gearbox housing: Completely disassembling and assembling the gearbox*  
⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#).

### Special tools and workshop equipment required

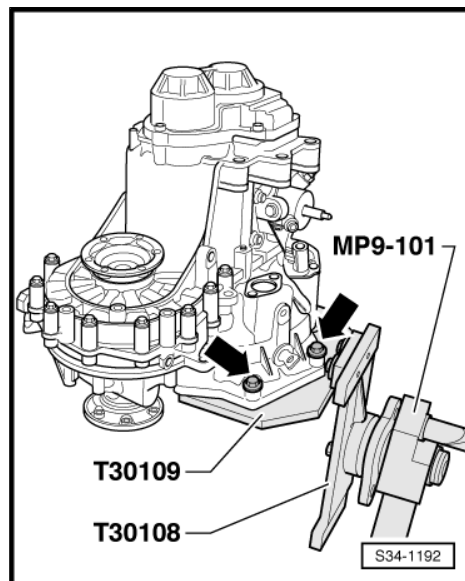
- ◆ Drive bushing - MP3-402 (VW 244B)-
- ◆ Supporting bridge - MP3-425 (30-211A)-
- ◆ Pressure washer - MP3-456 (VW 447 i)-
- ◆ Insertion tool - MP3-466 (32-111)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Pipe section - MP3-4012 (VW 416B)-
- ◆ Assembly device - MP6-414 (3253)-
- ◆ Assembly stand - MP9-101-
- ◆ Assembly device - T10030-
- ◆ Extractor - T10309-
- ◆ Supporting bridge - T10323-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Two-arm extractor - Kukko 20/10 - with extraction hook T10040/2A-
- ◆ Hot air blower e.g. -V.A.G 1416-
- ◆ Sealant - AMV 188 200 03-
- ◆ Bolt M8 x 100 mm
- ◆ Screw M10 x 20 mm



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## 6.7.1 Removing gearbox housing cover and 5th/6th gear

- Secure gearbox to the gearbox mount - T30109- with screws -arrows-.
- Place catch pan underneath.
- Drain out gear oil ⇒ [“4.1 Draining out gear oil”, page 159](#) .
- Removing the clutch release lever, clutch release bearing and guide bushing ⇒ [“2 Repairing clutch control”, page 62](#) .



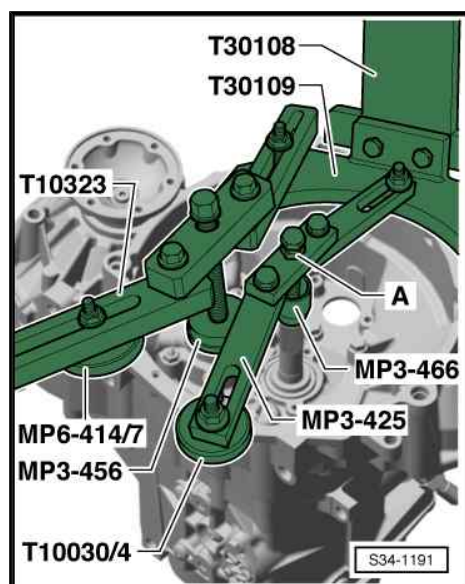
- If the 5th/6th gear is mounted again, the bearing of the input shaft and of the output shaft must not be damaged.
- Therefore, while securing the gearbox to the gearbox mount - T30109- the following tools must be installed for support:

### Under the drive shaft:

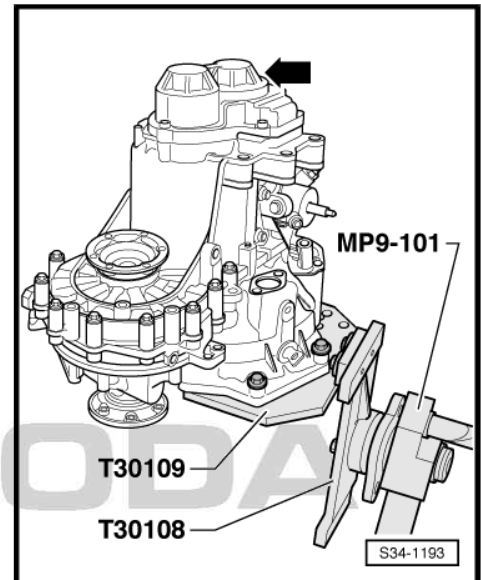
- ◆ Supporting bridge - MP3-425-
- ◆ Insertion tool - MP3-466-
- ◆ Thrust piece - T10030/4-
- The drive shaft must not be supported with a press tool - MP3-466- until later.

### Below the bearing support for the output shaft:

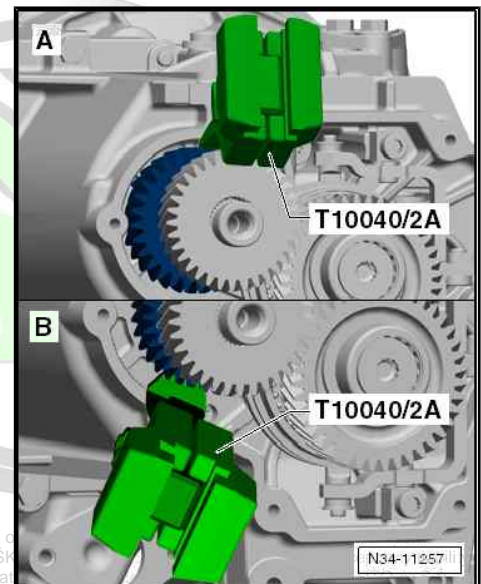
- ◆ Supporting bridge - T10323-
- ◆ Pressure plate - MP6-414/7- from assembly device - MP6-414-
- ◆ Pressure washer - MP3-456-



- Unscrew the gearbox housing cover -arrow-.
- Carefully release the cover alternatively from the projecting ribbing and make sure the sealing surfaces are not damaged in the process.



- Check whether the extraction hooks - T10040/2A- can be correctly positioned under the 5th gear pinion.



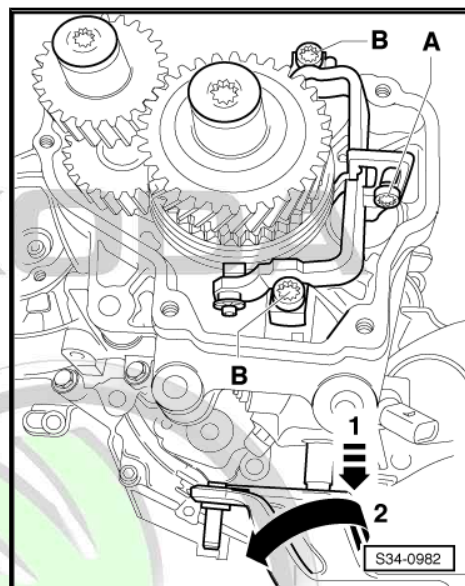
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with respect to the correctness of information

The extraction hooks - T10040/2A- cannot be correctly positioned	
<p>-A-</p> <p>the extraction hooks - T10040/2A- come prematurely in contact with:</p> <ul style="list-style-type: none"> <li>♦ the gearbox housing wall</li> <li>♦ the ribbing of the gearbox housing below the 5th gear pinion</li> </ul>	<p>“Joint” disassembly of: “5th/6th gear synchronizer body”, “6th gear pinion”, “5th gear pinion” and “gearbox housing” ⇒ <u>“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187</u></p>
<p>-B-</p> <p>the extraction hooks - T10040/2A- come in contact with the ribbing in the gearbox housing below the 5th gear pinion.</p>	

The extraction hooks - T10040/2A- can be correctly positioned
5./6. gear can be removed separately ⇒ <u>page 184</u> .

### Remove 5th/6th gear separately

- Remove shift fork and 5th/6th gear sliding sleeve as follows:
- Cover the openings with a cloth.
- Engage 5th gear -arrows 1- and -2-.
- Remove 5th/6th gear shift gate -screw A-.
- Then unscrew both screws -B- for bearing bolt.
- Pull out bearing bolt.
- Remove 5th/6th gear shift fork.

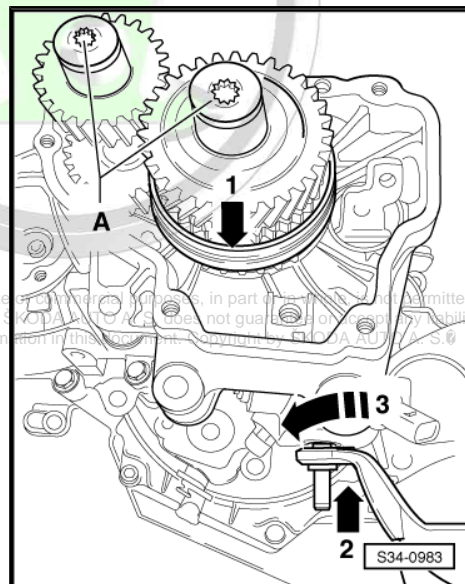


- Unscrew screws -°A- for inner rings of the bearing on the input and output shaft, to this end engage the 5th gear -arrow°1- and the 1st °gear -arrow°2- and -arrow 3-.
- The input and output shafts are blocked after engaging both gears. Now it is possible to release the two bolts.



#### Note

*If the shafts are not replaced, carefully clean the threaded holes e.g. using a thread tap to remove locking agent residues.*





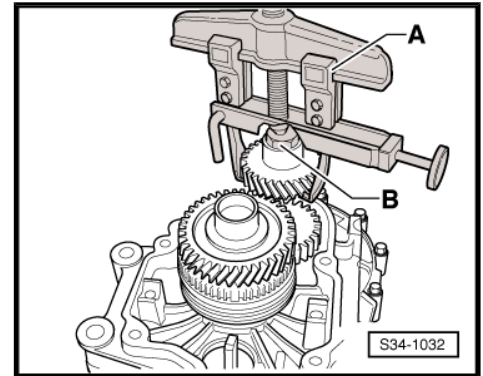
- Remove 6th gear pinion with inner ring/cylindrical-roller bearing for output shaft.

A - Two-arm extractor , e.g. -Kukko 20/10-

B - Bolt M10 x 20

**i** Note

*The 6th gear pinion with inner ring/cylindrical-roller bearing can also be removed using the two-arm extractor - T10040- and the extraction hooks - T10040/2A- .*



- If necessary, heat the gear pinion using the hot-air blower - V.A.G 1416- .

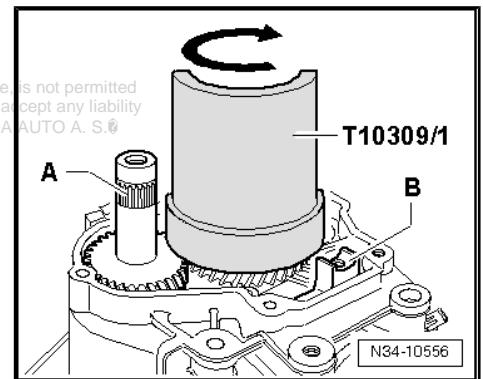
**Separately remove the 6th gear pinion with inner ring/cylindrical-roller bearing for input shaft with the thrust washer as well as the 6th gear synchronizer ring or together with the 5th/6th gear synchronizer body with the inner ring for the 6th gear needle bearing as well as the 5th gear synchronizer ring.**

**i** Note

- ◆ *As of production date 26.05.08, the corrugated spring ring is installed below the 5th gear synchronizer ring and above the 6th gear synchronizer ring:*
- ◆ *Octavia II and Octavia III ➔ [Item 20 \(page 173\)](#) and ➔ [Item 16 \(page 172\)](#) .*
- ◆ *Superb II ➔ [Item 18 \(page 176\)](#) and ➔ [Item 14 \(page 175\)](#) .*

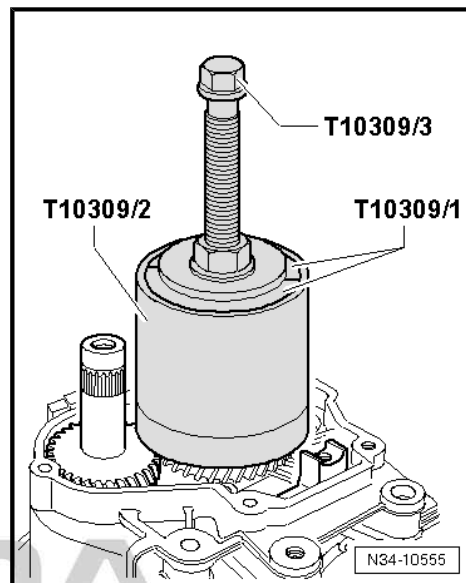
**Use extractor - T10309- .**

- First of all insert half of the bushing - T10309/1- between the output shaft -A- and the support of the 5th/6th gear shift fork -B-.
- The shell - T10309/1- must be positioned below the synchronizer ring.
- Turn the shell - T10309/1- to the opposite side -direction of arrow-.





- Insert the threaded insert - T10309/3- into the shell .
- Now insert the second shell - T10309/1- and position the pipe - T10309/2- onto the device.
- Check the synchronizer body for damage after removing.
- Replace 5th gear synchronizer ring.
- Remove sleeve from 5th gear pinion.



- Remove 5th gear pinion.
- First of all insert the extraction hook -A-.
- If necessary, heat the gear pinion using the hot-air blower - V.A.G 1416- .

-B- pressure plate - T10040/3-

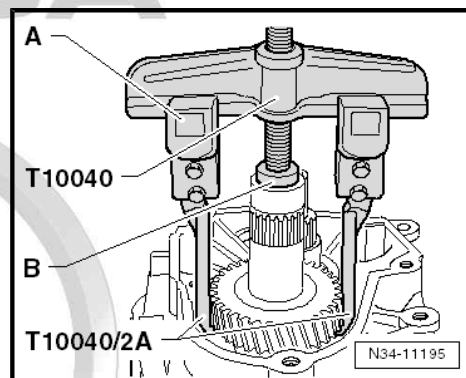
or

Thrust plate - MP3-467 (40-105)-



#### Note

- ♦ *The 5th gear pinion can also be removed using the two-arm extractor - Kukko 20/10- in combination with the extraction hooks - T10040/2A- .*
- ♦ *When pulling off the gear pinion make sure the hooks do not bend outwards. Check 5th gear for damage after removing.*

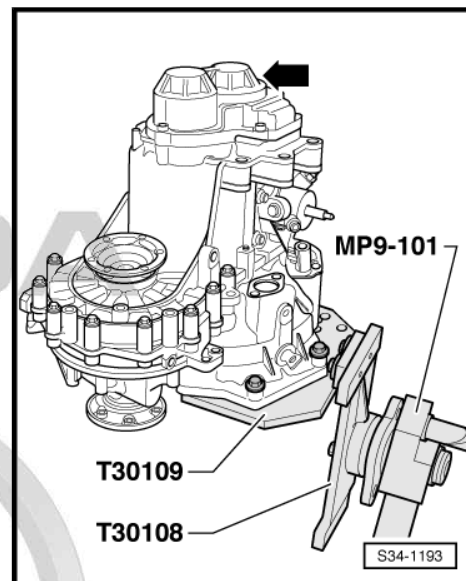


## 6.7.2 Installing 5th/6th gear and gearbox housing cover

5./6. Install gear ➔ **“6.8.2 Install”, page 195** .

- Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the cover for the gearbox housing.

- Mount the cover for the gearbox housing -arrow- and tighten the screws to the specified tightening torque:
- ◆ Octavia II, Octavia III  
⇒ [“6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)”, page 170](#) .
- ◆ Superb II  
⇒ [“6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)”, page 174](#) .
- Install guide bushing for release bearing  
⇒ [“2 Repairing clutch control”, page 62](#) .
- Install clutch release lever and release bearing  
⇒ [“2 Repairing clutch control”, page 62](#) .
- Pour in gear oil:
- ◆ Octavia II ⇒ [“2.3 Install gearbox \(Octavia II\)”, page 143](#) .
- ◆ Octavia III ⇒ [“2.4 Installing gearbox \(Octavia III\)”, page 146](#) .
- ◆ Superb II ⇒ [“2.5 Install gearbox \(Superb II\)”, page 148](#) .



## 6.8 Mounting sequence - completely disassembling and assembling the gearbox

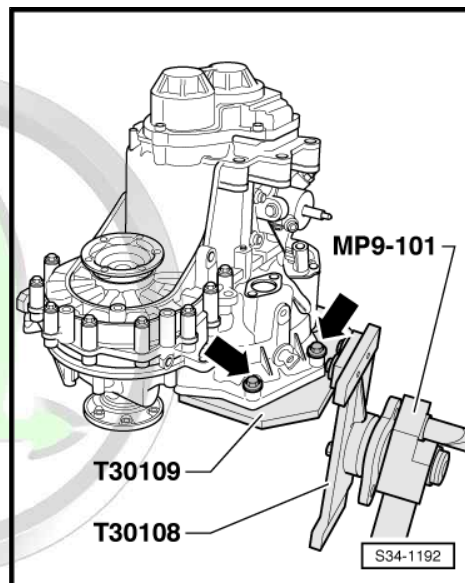
Removing and installing cover for gearbox housing, angle gearbox, clutch housing, gearshift shaft with gearshift cover, drive shaft, output shaft, differential and gearshift mechanism

### Special tools and workshop equipment required

- ◆ Drive bushing - MP3-402 (VW 244B)-
- ◆ Supporting bridge - MP3-425 (30-211A)-
- ◆ Pressure washer - MP3-456 (VW 447 i)-
- ◆ Insertion tool - MP3-466 (32-111)-
- ◆ Pipe section - MP3-4012 (VW 416B)-
- ◆ Assembly device - MP6-414 (3253)-
- ◆ Assembly stand - MP9-101-
- ◆ Assembly device - T10030-
- ◆ Supporting bridge - T10323-
- ◆ Extractor plate - T10408- with pressure pieces - T10408/2-
- ◆ Gearbox mount - T30108-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Socket insert - T10107A-
- ◆ Extractor (2 pieces) e.g. -Kukko 18/1-
- ◆ Clamp - T10408/3-
- ◆ Counterholder - T10172-
- ◆ Hot air blower e.g. -V.A.G 1416-
- ◆ Sealant - AMV 188 200 03-
- ◆ Bolt M8 x 100 mm
- ◆ Screw M10 x 20 mm

## 6.8.1 Disassembling gearbox

- Secure the gearbox to the gearbox mount - T30109 (VW 353)- with the screws -arrows-.
- Place catch pan underneath.
- Drain out gear oil ⇒ [“4.1 Draining out gear oil”, page 159](#) .
- Removing the clutch release lever, clutch release bearing and guide bushing ⇒ [“2 Repairing clutch control”, page 62](#) .



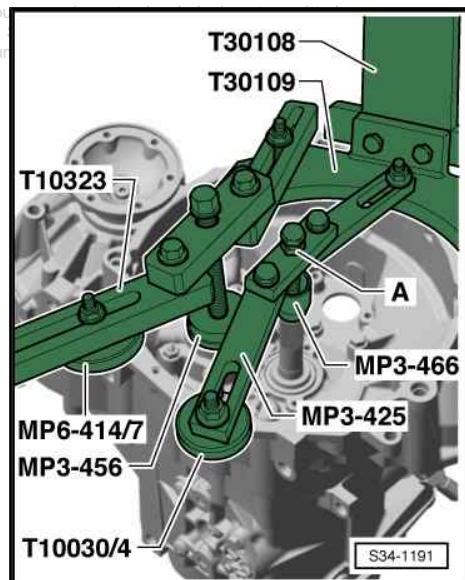
- The bearing of the input shaft and of the output shaft must not be damaged when removing and installing the 5th/6th gear.
- Therefore, while securing the gearbox to the gearbox mount - T30109- the following tools must be installed for support:

### Under the drive shaft:

- ◆ Supporting bridge - MP3-425-
- ◆ Insertion tool - MP3-466-
- ◆ Thrust piece - T10030/4-
- Lock the screw of the supporting bridge - MP3-425- with the nut -A-.

### Below the bearing support for the output shaft:

- ◆ Supporting bridge - T10323-
- ◆ Pressure plate - MP6-414/7- from assembly device - MP6-414-
- ◆ Pressure washer - MP3-456-



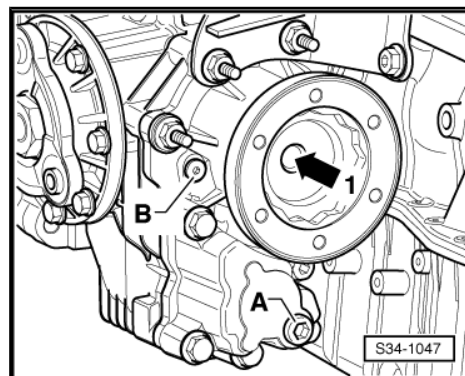
### For vehicles with four-wheel drive (Octavia II)

- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

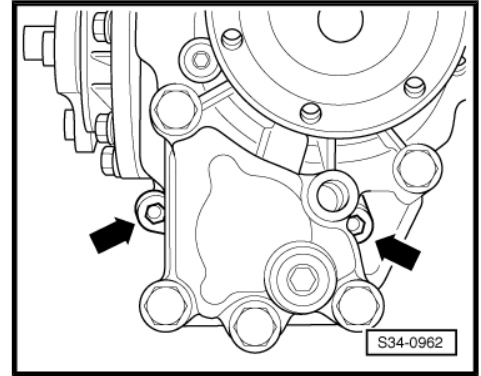


### Note

*The right flange shaft remains in the angle gearbox.*



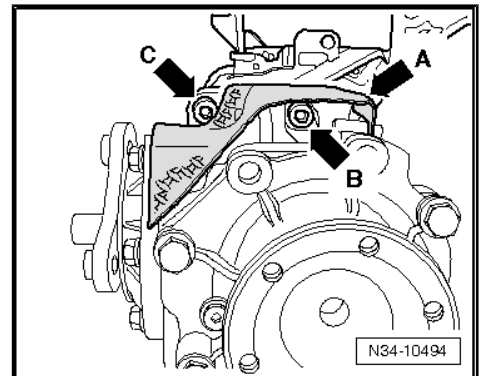
- Unscrew the bottom engine/gearbox connecting screws -arrows-.



#### Note

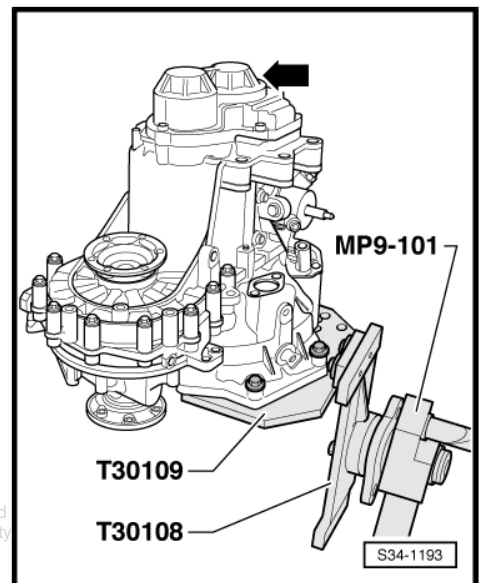
*A heat shield -arrow A- is located on the top side of the angle gearbox. One of the two top connecting screws is located under this shield -arrow B-.*

- Unscrew top engine/gearbox connecting screws -arrow C- and -arrow B-. When slackening the screw -arrow B- slightly raise the heat shield -arrow A-.
- Carefully remove angle gearbox.



#### Continued for all vehicles

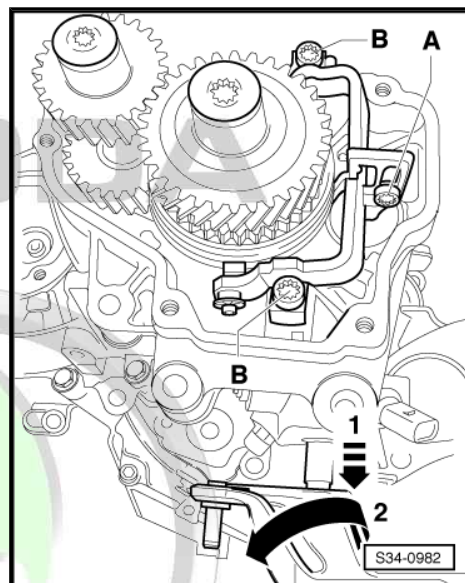
- Unscrew the gearbox housing cover -arrow-.
- Carefully release the cover alternatively from the projecting ribbing and make sure the sealing surfaces are not damaged in the process.



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- Remove shift fork and 5th/6th gear sliding sleeve as follows:
- 5. Engage gear (arrows -1- und -2-).
- Remove 5th/6th gear shift gate (screw -A-).
- Then unscrew both screws -B- for bearing bolt.
- Pull out bearing bolt.
- Remove 5th/6th gear shift fork.



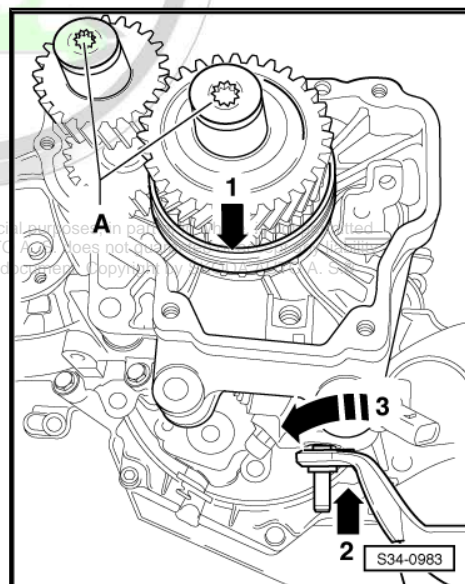
- Unscrew screws -A- for inner rings/bearings on the input and output shaft, to this end engage the 5th gear -arrow 1- and the 1st gear -arrows 2 and 3-.
- The input and output shaft is blocked after engaging both gears. Now it is possible to release the two bolts.



**Note**

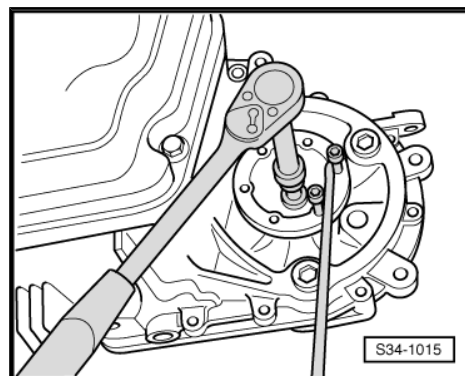
*If the shafts are not replaced, carefully clean the threaded holes e.g. using a thread tap to remove locking agent residues.*

**For vehicles with four-wheel drive (Octavia II)**

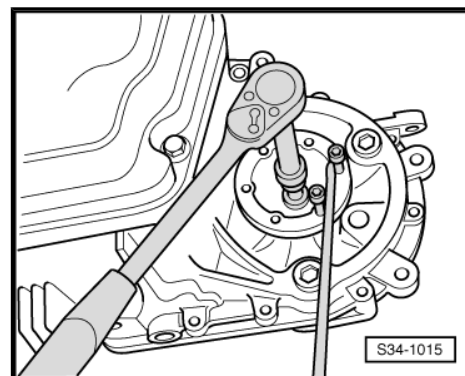


- Remove the left flange shaft.
- Take out the flange shaft with pressure spring, stop disc and conical ring.

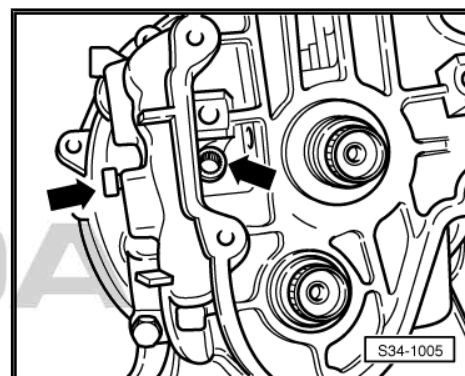
**Continued for all vehicles**



- Remove both flange shafts.
- Remove both flange shafts with pressure springs, stop discs and conical rings.

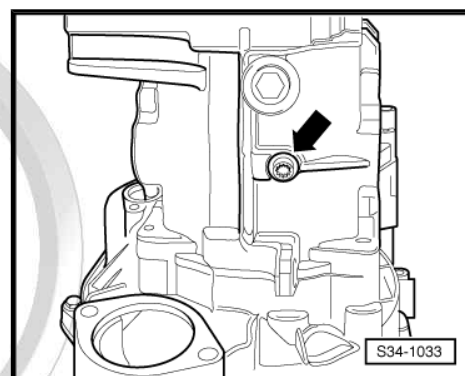


- Remove two screws -arrows- for support/reverse shaft.



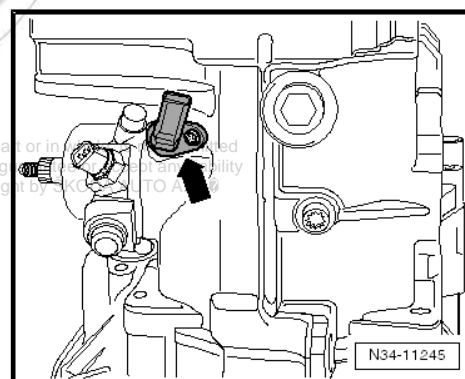
- Now remove the 3rd screw -arrow- for reverse shaft support.

**For gearbox with start-stop system**



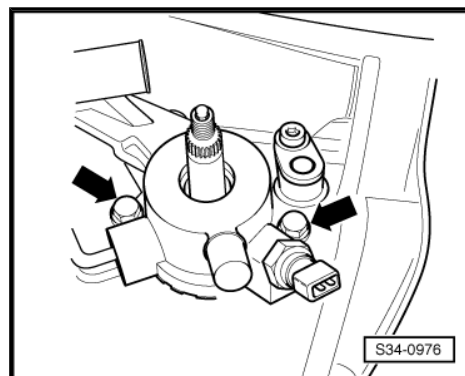
- Remove transmission neutral sender - G701- -arrow-.

**Continued for all gearboxes**

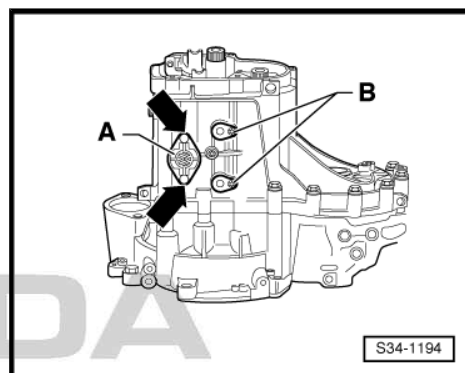


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- Remove gearshift shaft with cover Put the gearshift shaft into Neutral. Subsequently unscrew screws -arrows- and remove the gearshift shaft from the gearbox housing.



- Remove cap -A- and bearing pins -B- at the bottom of the gearbox.

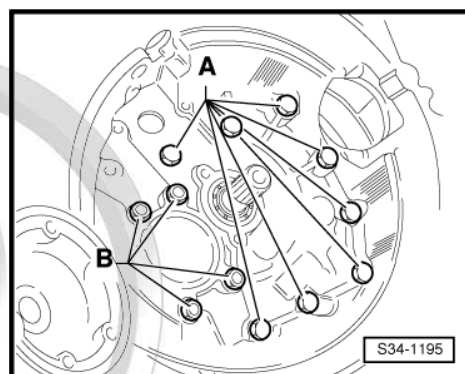


- Release screws -A-, that serve to secure the gearbox housing from the clutch housing.

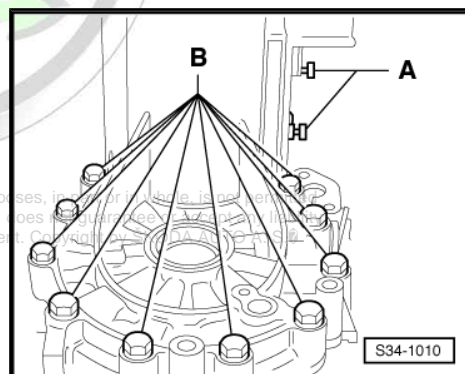


**Note**

*Do not release nuts -B- for the output shaft bearing support.*



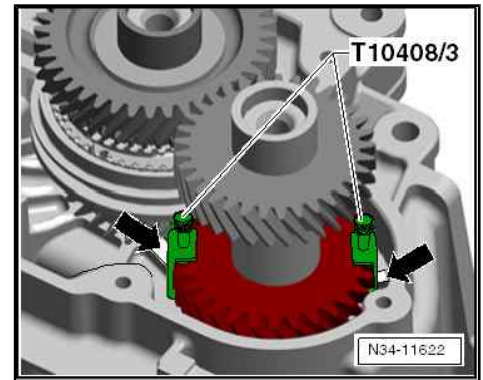
- Remove bearing pins -A- on the top side of the gearbox and fixing screws -B- for the gearbox housing on the clutch housing near the differential gear.



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**Remove the following components together with the gearbox housing:**

- ◆ Synchronizer body for 5th/6th gear
- ◆ 6th gear pinion
- ◆ 5th gear pinion
- Both clips - T10408/3- must be attached to the 5th gear pinion so that the clips are always located opposite each other above the recess of the housing -arrows-.



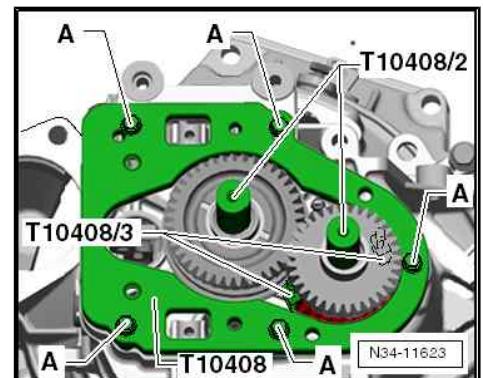
**Use the extractor plate - T10408- with the pressure pieces - T10408/2- , the clamps - T10408/3- and the extractors Kukko 18/1 .**

- Tighten the extractor plate - T10408- in the threaded bores for the cover of the gearbox housing.

A - Screws M7 x 35 with washers

Tightening torque - 18 Nm

- Position the pressure pieces - T10408/2- onto the shafts.



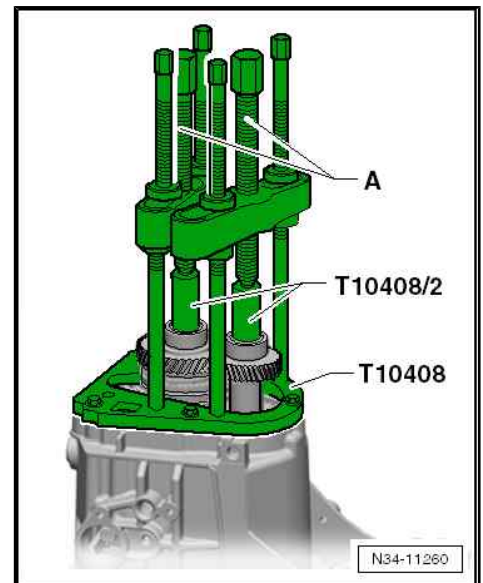
- 2 Install extractors , e.g. -Kukko 18/1- .



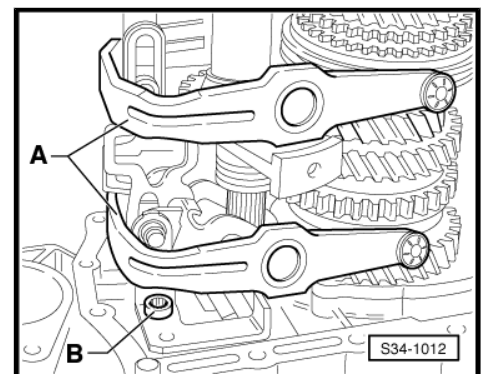
#### Note

*If necessary, heat the 5th gear pinion and the 6th gear pinion using the hot-air blower e.g. -V.A.G 1416- .*

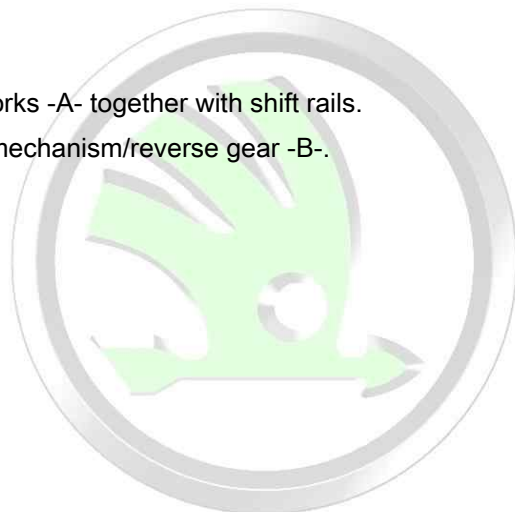
- Remove 5th/6th gear synchronizer body, 6th gear pinion, 5th gear pinion and gearbox housing by alternatively tightening the spindles -A- ( $1/2$  turn) of the extractors e.g. -Kukko 18/1- .



- Remove shift forks -A- together with shift rails.
- Unscrew shift mechanism/reverse gear -B-.



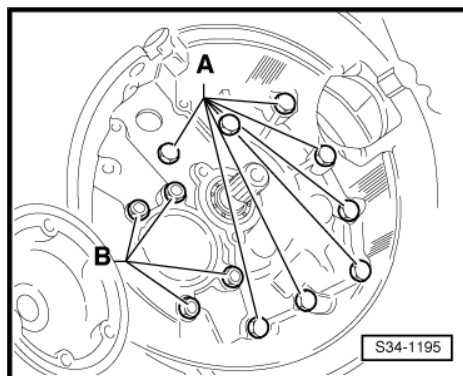
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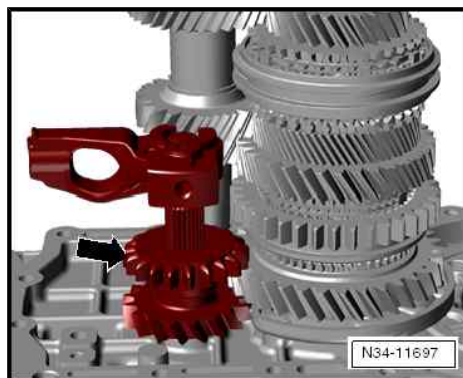




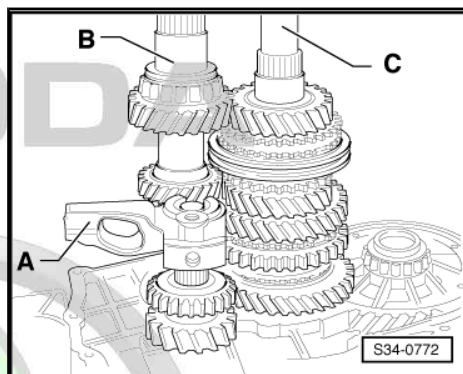
- Release nuts -B- for the bearing support/output shaft.



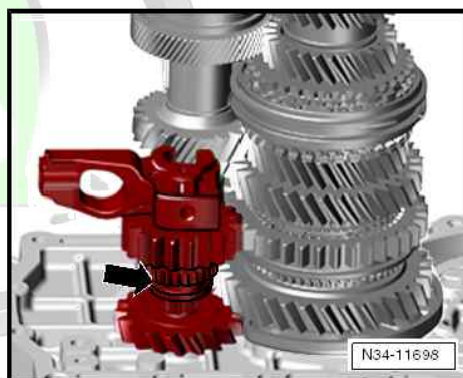
#### Gearbox with reverse gear pinion ► 08.10



- Successively remove the reverse gear -A-, drive shaft -B- and output shaft -C- from the clutch housing.



#### Gearbox with reverse gear sliding sleeve 08.10 ► -arrow-



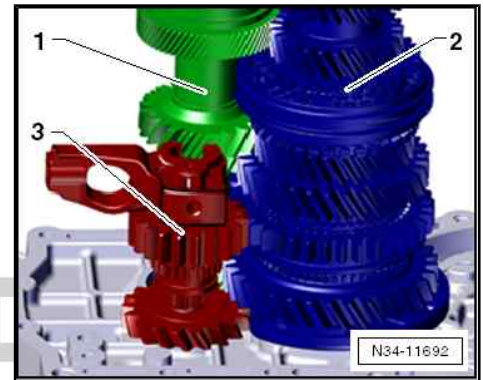
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- Remove the input shaft -1-, the output shaft -2- and the reverse shaft -3- together from the clutch housing.

#### Continued for all gearboxes

- Remove differential gear.



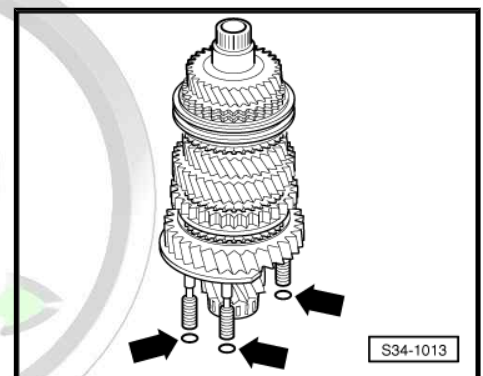
## 6.8.2 Install

- Insert differential gear.
- Always replace O-rings -arrows- for bearing support/output shaft ⇒ Electronic Catalogue of Original Parts .



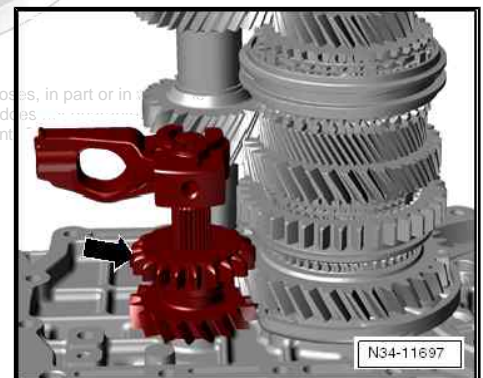
#### Note

*The fig. only shows 3 of the 4 gasket rings.*



#### Gearbox with reverse gear pinion ➤ 08.10 -arrow-

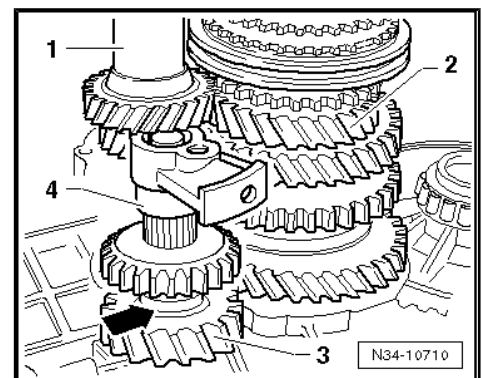
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- Insert together the drive shaft -1- and the drive shaft -2-.
- Tighten nuts for the bearing support/output shaft to tightening torque  
⇒ ["6.6 Summary of components - Drive shaft, output shaft, differential gear and gearshift forks", page 177](#) .
- Position the reverse gear pinion -3- onto the needle bearing in the clutch housing.

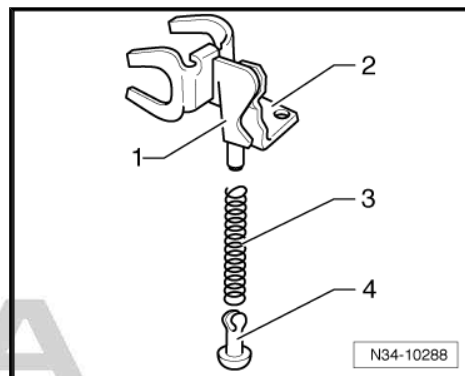
The shoulder -arrow- points away from the clutch housing.

- Check if the reverse shaft -4- is complete  
⇒ ["3 Reverse shaft", page 255](#) ; do not yet position the reverse shaft support onto the reverse shaft.
- Insert the reverse shaft in the clutch housing.
- Clean all threaded holes in the reverse shaft support to remove locking agent; clean with a screw-tap.
- Position reverse shaft support on the reverse shaft.

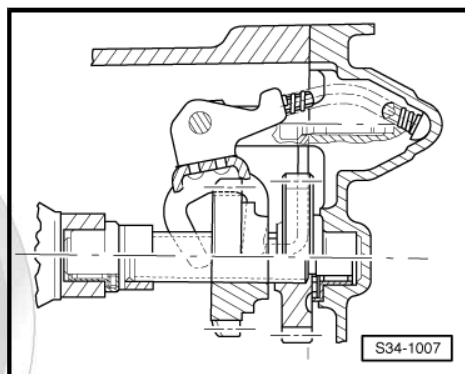




- Mount the reverse gear shift fork -1- with the support for reverse gear shift fork -2-, the spring -3- and the sliding block -4-.

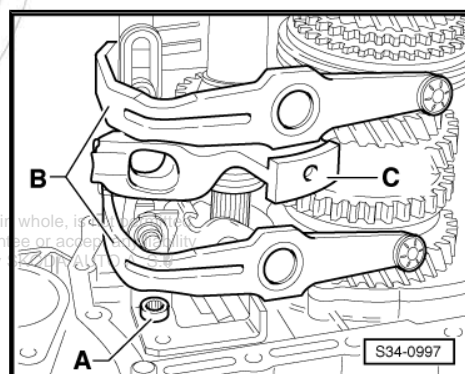


Fitting location of reverse gear:

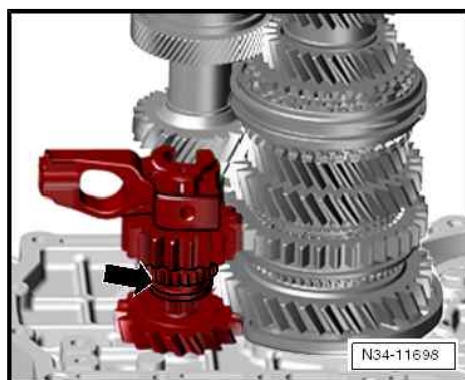


- Screw on shift mechanism/reverse gear -A- and tighten to the specified tightening torque  
⇒ ["6.6 Summary of components - Drive shaft, output shaft, differential gear and gearshift forks", page 177](#) .
- Install shift forks -B- together with shift rails.

The stud -C- of the reverse gear support is located in front of the shift rails.



Gearbox with reverse gear sliding sleeve 08.10 ► -arrow-



- Clean all threaded holes in the reverse shaft support to remove locking agent; clean with a screw-tap.
- Set the mutual position of the drive shaft -1-, the output shaft -2- and the reverse shaft -3- as shown, e.g. on a work bench.
- The drive shaft -1- is held in the correct position with the counterholder - T10172- .
- The engaging gearing -arrow- of the reverse gear sliding sleeve points to the reverse gear sliding gear.

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- Insert together the input shaft -1-, the output shaft -2- and the reverse shaft -3-.
- The output shaft -2- comes in contact with the differential gear.
- If necessary, turn the differential gear (2 mechanics) so that the output shaft -2- can be inserted into the clutch housing.
  - Tighten nuts for bearing support/output shaft to tightening torque ➔ [Item 11 \(page 179\)](#) .

- Mount shift forks -A- together with shift rails.

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The reverse gear support -B- is located in front of the shift rails.  
The shift rail for the reverse gear grips into the reverse gear sliding sleeve -arrow-.

**Continued for all gearboxes**

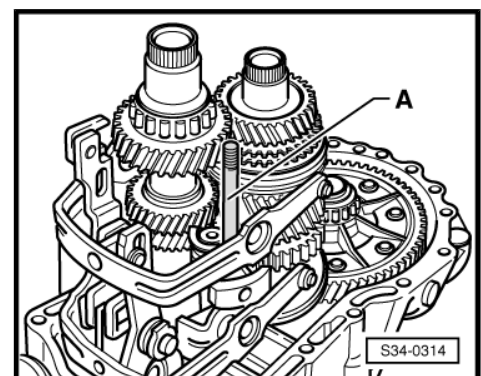
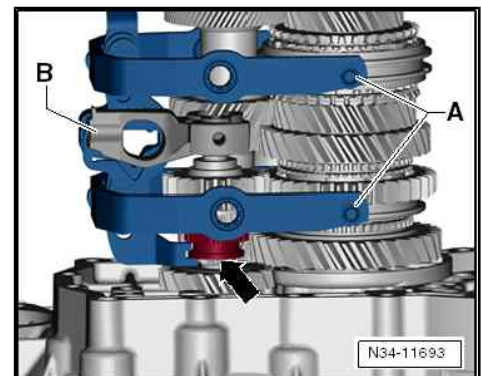
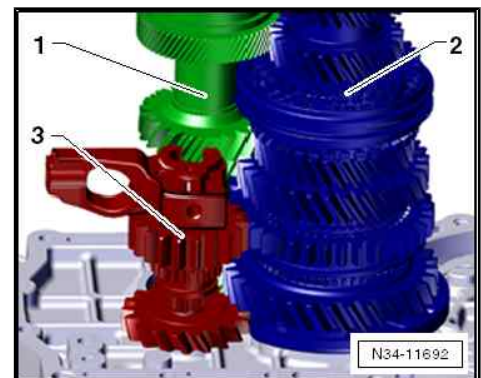
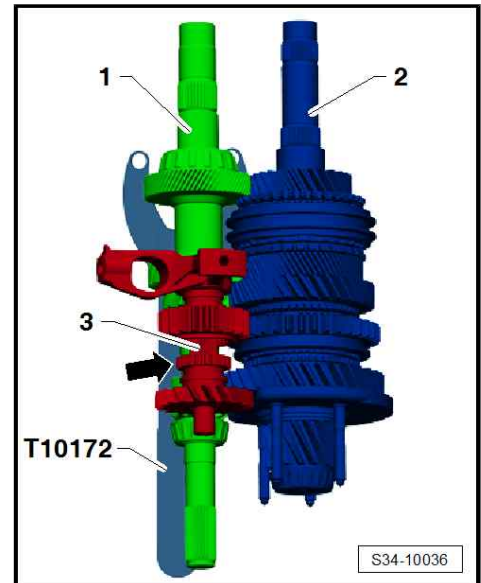
- Screw the pin screw -A- M8 x 100 mm into the reverse shaft support, to ensure it is aligned once the gearbox housing has been fitted.
- Align shift rails.



#### Note

*The shift segments must be positioned in the slots of the sliding sleeves.*

- Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the clutch housing.
- Fit gearbox housing.

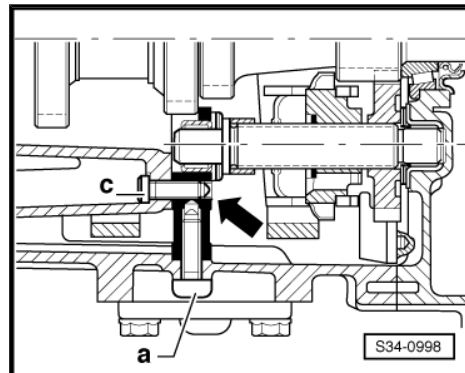


Insert the screws for the reverse shaft support -arrow- as follows:

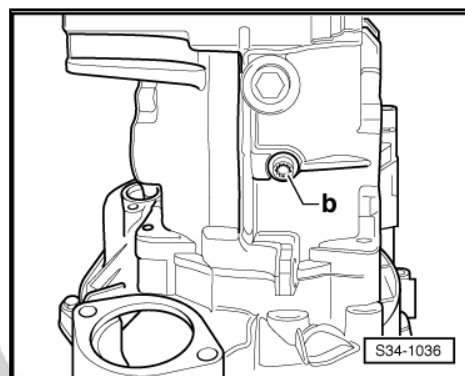
- Insert screw -a-, unscrew pin screw (⇒ Abb. S34-0314), replace screw -b- and -c-.

Tightening sequence:

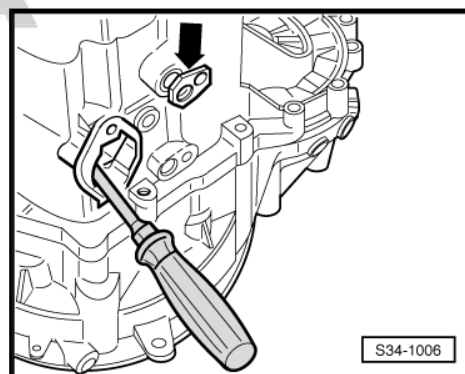
- 1 - Screw -a- 30 Nm
- 2 - Screw -b- 25 Nm ⇒ fig. S34-1036
- 3 - Screw -c- 25 Nm



- Tighten screw -b- for support reverse shaft.

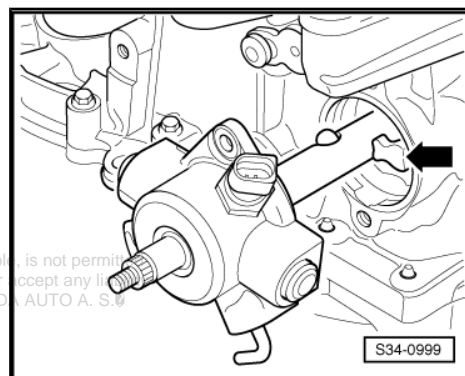


- Fit bearing pins -arrow- for shift forks. Align the shift mechanism with a screwdriver to ensure the relevant bearing pin can be fitted.
- Apply sealant -AMV 188 200 03- uniformly on the sealing surface of the cap.
- Fit gearshift shaft cap and tighten screws to tightening torque ⇒ [“6.5 Summary of components - Gearbox housing and gearshift mechanism”, page 176](#).



Install the gearshift shaft with cover as follows:

- Put the shift rails in neutral position.
- Apply sealant -AMV 188 200 03- uniformly on the sealing surface of the cover.
- Put the gearshift shaft into Neutral.
- Align the gearshift shaft in such a way that the shift finger -arrow- is inserted in the shift rails.
- Screw on gearshift cover ⇒ [“6.5 Summary of components - Gearbox housing and gearshift mechanism”, page 176](#).

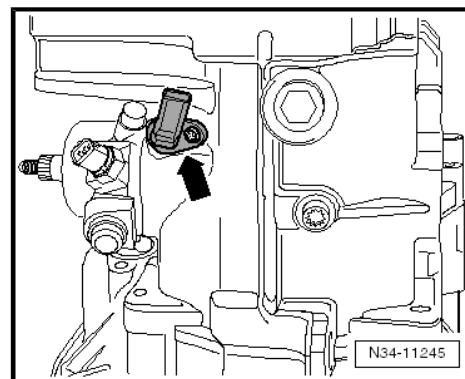


For gearbox with start-stop system



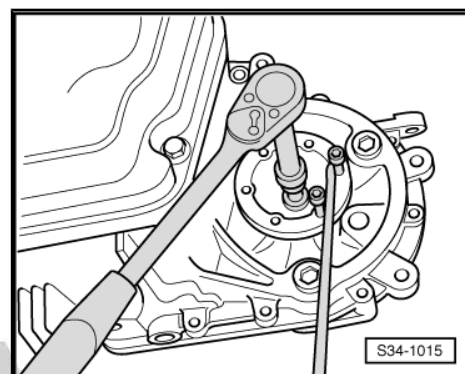
- Install transmission neutral sender - G701- -arrow- and tighten fixing screw.

Continued for all gearboxes

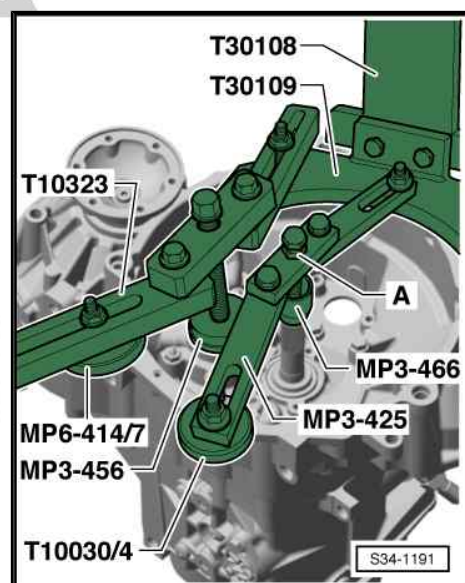


- Install both flange shafts with pressure springs, stop discs and conical rings.

Install 5th/6th gear

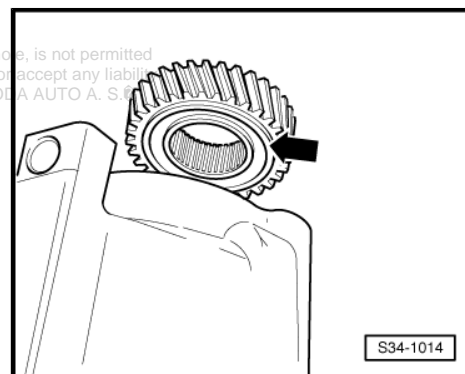


- If the 5th/6th gear is mounted again, the bearing of the input shaft and of the output shaft must not be damaged.
- Make sure that the supporting bridge - MP3-425- and the supporting bridge - T10323- are installed.
- Lock the screw of the supporting bridge - MP3-425- with the nut -A-.



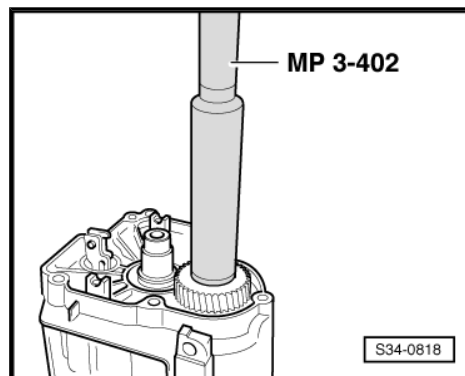
Fitting position of the 5th gear pinion

The round slot -arrow- points to the gearbox housing.





- Drive in 5th gear pinion



### Check 5th gear synchronizer ring and 6th gear synchronizer ring

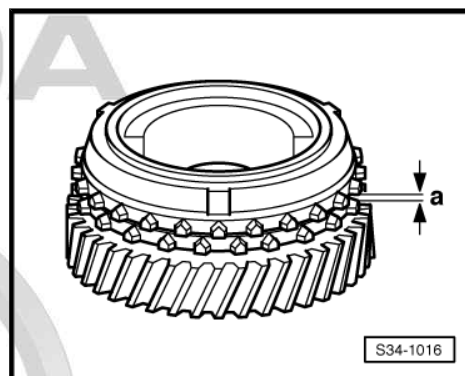
- Press the synchronizer rings on the cone of the sliding gear and measure the clearance -a- with a feeler gauge before installing the wheel and the 5th gear synchronizer ring and the 6th gear synchronizer ring.

Clearance -a-	Fitting dimension	Wear limit
5./ 6. gear	1,1 ... 1.7 mm	0.5 mm

- Mount the 5th gear sliding gear with needle bearing.

### As of production date 26.05.08

- Position the corrugated spring ring onto the 5th gear sliding gear:
- ♦ Octavia II, Octavia III ➔ [Item 20 \(page 173\)](#) .
- ♦ Superb II ➔ [Item 18 \(page 176\)](#) .
- Position the 5th gear synchronizer ring on the sliding gear.
- If disassembled, assemble the 5th/6th gear synchronizer body/sliding sleeve before installation  
➔ ["1 Drive shaft", page 226](#) .

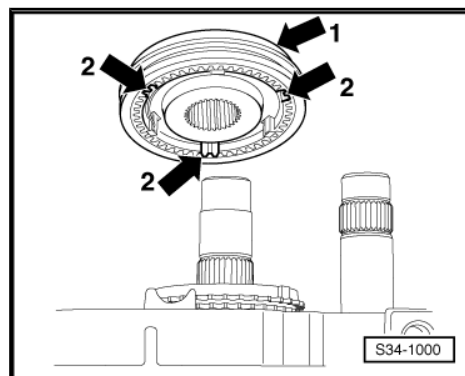


Deeper recesses are present on both sides in the 5th/6th gear sliding sleeve on gearboxes as of production date 06.06. ➔ ["1 Drive shaft", page 226](#) .

### Fitting position of the 5th/6th gear synchronizer body/sliding sleeve

The shoulder -arrow 1- points towards the 6th gear.

The supports -arrows 2- of the synchronizer body are on the same line as the integrated arresters of the synchronizer ring (arrows in the Fig. S34-1004 ➔ [page 201](#) ).



## 5th gear synchronizer ring and 6th gear synchronizer ring with integrated arresters -arrows-

- Cover all openings with a cloth so that no foreign bodies can get into the gearbox.

- Drive in synchronizer body for 5th and 6th gear.



### Note

*Pay attention to the free travel of the synchronizer ring during the driving in operation.*

- Heat the inner ring for the cylindrical-roller bearing of the 6th gear to max. 100°C and drive onto the drive shaft.



### WARNING

***Wear protective gloves!***

- Mount 6th gear synchronizer ring

**As of production date 26.05.08**

- Position the corrugated spring ring onto the 6th gear synchronizer ring:
- ♦ Octavia II, Octavia III ➔ [Item 16 \(page 172\)](#) .
- ♦ Superb II ➔ [Item 14 \(page 175\)](#) .
- Mount the 6th gear sliding gear with needle bearing.



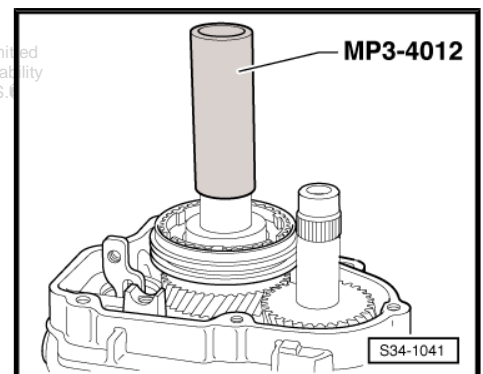
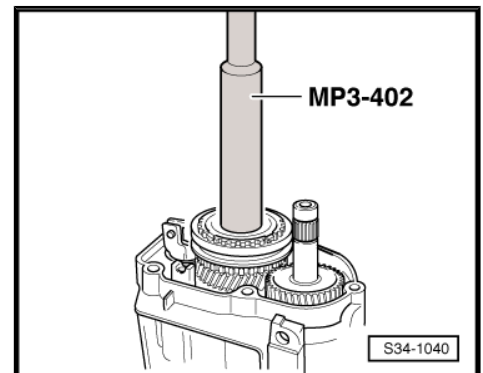
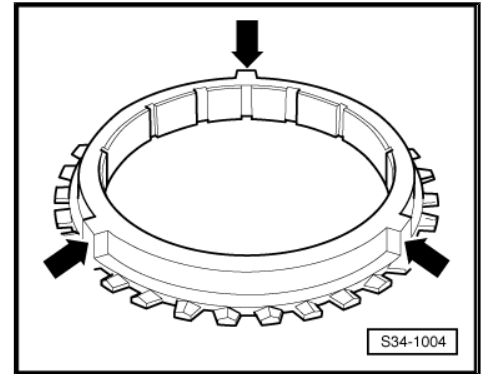
### Note

- ♦ *As of 09.2006, the shape of the inner ring -B- for cylindrical roller bearing was modified  
➔ "1.1 Disassembling and assembling the drive shaft",  
[page 226](#) .*
- ♦ *Guide the original inner ring for the cylindrical-roller bearing -B- together with axial washer -A-.*



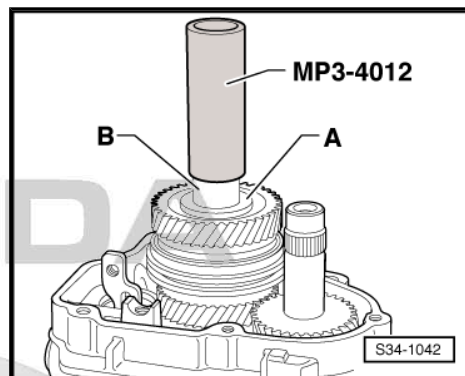
### WARNING

***Wear protective gloves!***

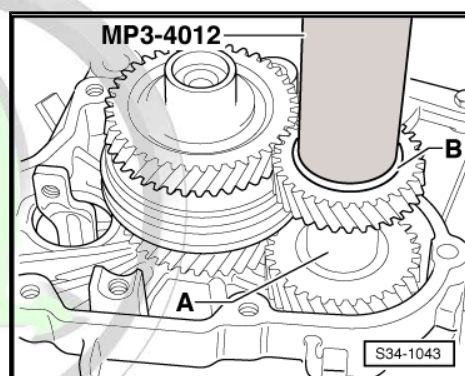


- Heat the inner ring for the cylindrical-roller bearing -B- to max. 100°C and drive onto the drive shaft.

#### Fitting position of the 6th gear pinion



- Mount sleeve -A- onto the 5th gear pinion.



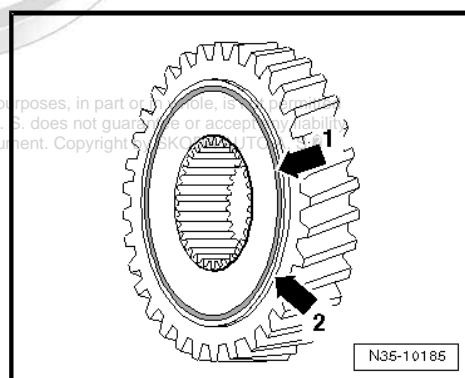
The groove -B- points away from the sleeve -A-.

»Or« the groove -arrow 1- in the collar -arrow 2- points away from the sleeve -A- (see previous fig. S34-1043).



#### Note

- ◆ Shift the sliding sleeve for 5th/6th gear into idle position so that through this the 6th gear sliding gear can turn when pressing on the 6th gear pinion.
- ◆ When pressing on the 6th gear pinion, ensure that the serration of the pinion for the 6th gear and the 6th gear sliding gear are in mesh.



#### WARNING

***Wear protective gloves!***

- Heat the 6th gear pinion to max. 100 °C.
- Drive in 6th gear pinion

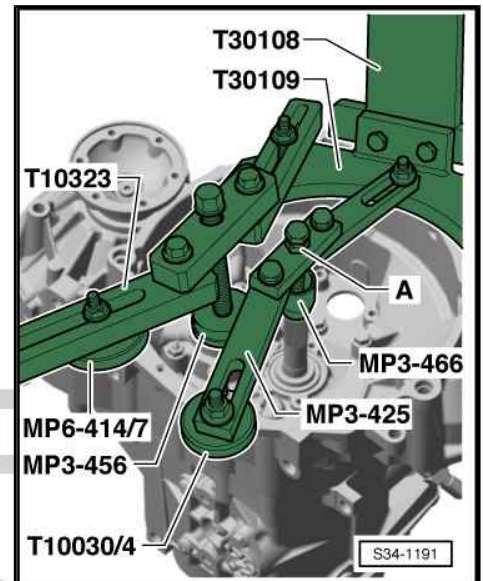
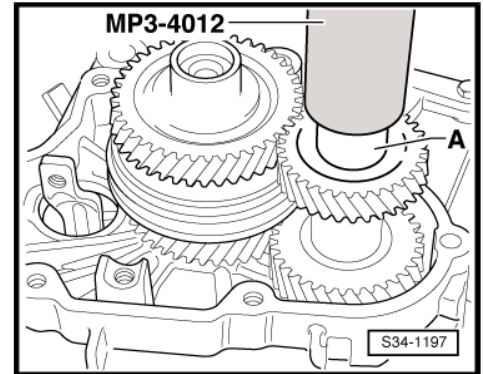
- Heat the inner ring for the cylindrical-roller bearing -A- to max. 100°C and drive onto the output shaft.



**WARNING**

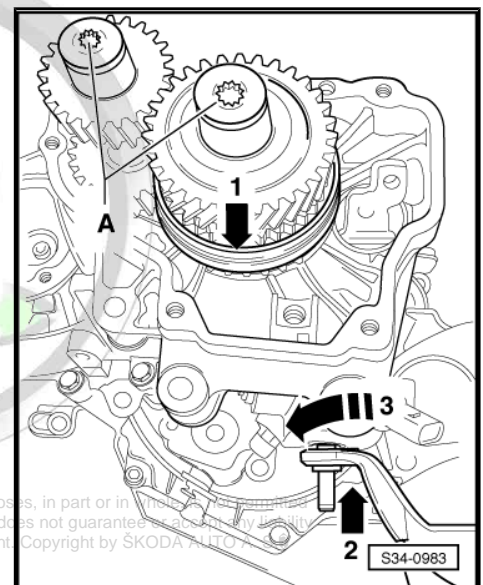
*Wear protective gloves!*

- Remove supporting bridge - MP3-425- and supporting bridge - T10323- .



If it is not yet performed, clean the threaded holes of the fixing screws -A- for the 5th/6th gear synchronizer body and the 6th gear pinion e.g. using a screw-tap in order to remove locking agent residues. Otherwise there is a risk that the screws will shear.

- 2 gears must be engaged -arrows 1 to 3- before tightening the fixing screws -A-.
- Screw in new fixing screws -A- for the synchronizer body and the 5th/6th gear sliding gear and tighten to tightening torque:
- ◆ Octavia II, Octavia III  
⇒ [“6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)”, page 170](#) .
- ◆ Superb II  
⇒ [“6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)”, page 174](#) .
- Install 5th/6th gear shift fork.



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### 5./6. Set gear up to production date 05.06 (Octavia II)

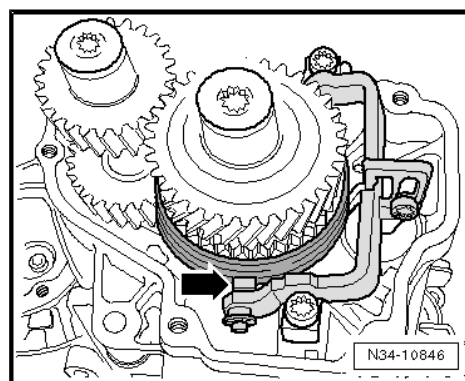
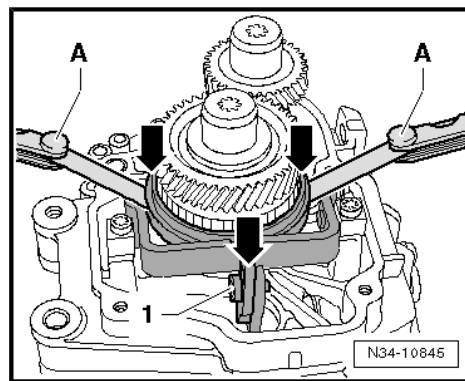
- 5. Engage gear.
- Release screw -1-.
- Insert both feeler gauges -A- 0.5 mm via the two shift segments (to 6th gear) into the sliding sleeve.
- Press the sliding sleeve and the shift fork in the -direction of the arrow- and tighten screw -1- to tightening torque  
⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#).

#### 5. Gear engaged.

- Control measurement: It must be possible to insert a feeler gauge of 0.5 mm clearance-free between sliding sleeve and both shift segments -arrow- on the side towards the 6th gear.
- If necessary, repeat the adjustment procedure.
- 5. and then engage the 6th gear.

If the 5th or 6th gear is engaged, the 5th/6th gear shift fork must have a minimum play in the shift fork.

- Remove gear.
- The sliding sleeve must now be in Neutral. The synchronizer ring must travel freely.
- Shift through all gears consecutively.



### 5./6. Set gear as of production date 06.06

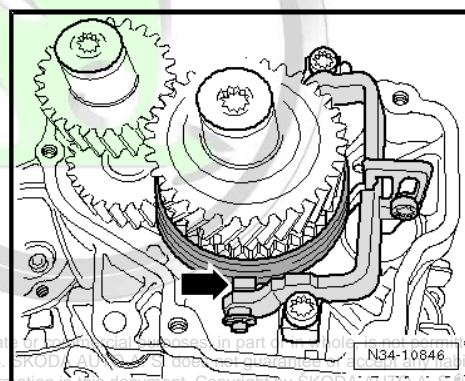
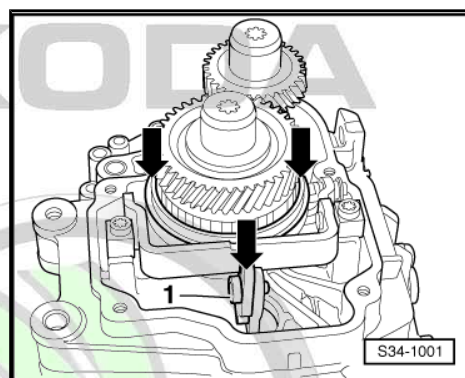
- 5. Engage gear.
- Release screw -1-.
- Press the sliding sleeve and the shift fork in the -direction of the arrow- and tighten screw -1- to tightening torque  
⇒ ["10 Disassembling and assembling the gearshift forks", page 221](#).

#### 5. Gear engaged.

- Control measurement: It must not be possible to insert a feeler gauge of 0.2 mm clearance-free between sliding sleeve and both shift segments -arrow- on the side towards the 6th gear.
- If necessary, repeat the adjustment procedure.
- 5. and then engage the 6th gear.

If the 5th or 6th gear is engaged, the 5th/6th gear shift fork must have a minimum play in the shift fork.

- Remove gear.
- The sliding sleeve must now be in Neutral. The synchronizer ring must travel freely.
- Shift through all gears consecutively.
- Apply sealant - AMV 188 200 03- uniformly on the sealing surface of the cover for the gearbox housing.





- Mount the cover for the gearbox housing -arrow- and tighten the screws to the specified tightening torque:
- ◆ Octavia II, Octavia III  
⇒ [“6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)”, page 170](#) .
- ◆ Superb II  
⇒ [“6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)”, page 174](#) .

For vehicles with four-wheel drive (Octavia II)

- Install left flange shaft with pressure spring, stop disc and conical ring.
- Attach angle gearbox to gearbox and tighten connecting screws crosswise to tightening torque  
⇒ [“6.6.2 Four-wheel drive \(Octavia II\)”, page 180](#) (or  
⇒ [“2.2 Four-wheel drive \(Octavia II\)”, page 276](#) ), always replace screws ⇒ Electronic Catalogue of Original Parts .



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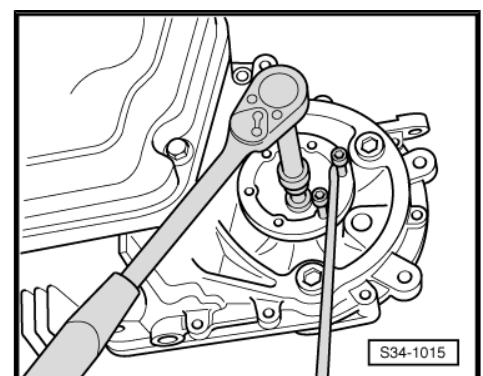
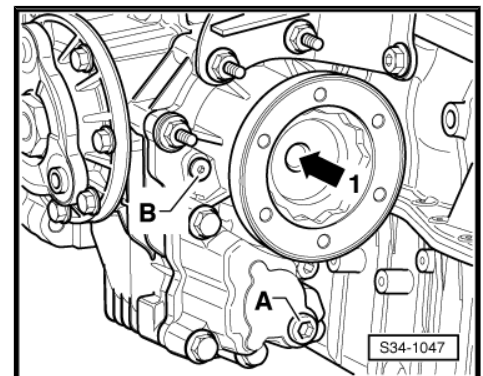
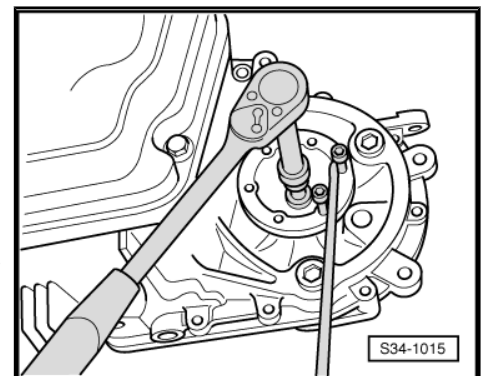
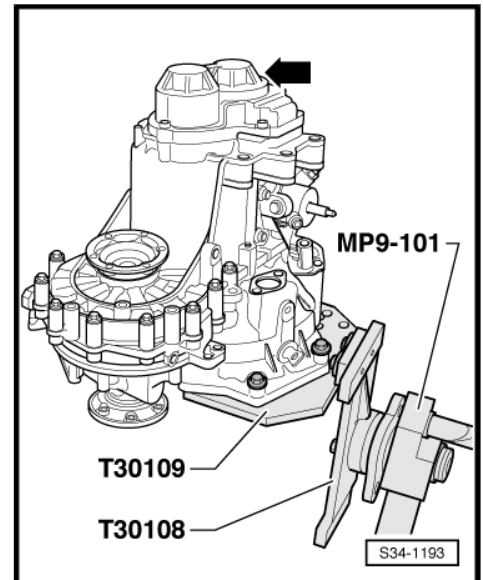
*When attaching the angle gearbox to the gearbox slowly turn the flange shaft (slowly push angle gearbox to gearbox up to stop).*

- Tighten the screw of the flange shaft -arrow 1- with socket insert - T10107A- to tightening torque  
⇒ [“2.2 Four-wheel drive \(Octavia II\)”, page 276](#) .

Continued for all vehicles

- Install both flange shafts with pressure springs, stop discs and conical rings.
- Installing the release lever, clutch release bearing and guide bushing ⇒ [“2 Repairing clutch control”, page 62](#) .
- Fill gearbox with oil ⇒ [“4 Check gear oil level”, page 159](#) .

Gearbox oil specification and capacity  
⇒ [“4.1 Filling capacity”, page 6](#)





## 7 Repairing gearbox housing and clutch housing

⇒ ["7.1 Front-wheel-drive", page 206](#)

⇒ ["7.2 Four-wheel drive \(Octavia II\)", page 211](#)

### 7.1 Front-wheel-drive

#### Special tools and workshop equipment required

- ◆ Drift - MP3-403 (VW 295)-
- ◆ Adapter - MP3-403/1 (VW 295 A)-
- ◆ Pressure washer - MP3-455 (VW 447 H)-
- ◆ Pressure washer - MP3-460 (VW 512)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Gearbox mount - MP3-501- for assembly stand - MP9-101-
- ◆ Assembly device - MP3-434 (3066)-
- ◆ Pressure plate - T10148- (Gearbox configuration: Gasket ring and bushing as one component)

Gearbox configuration: gasket ring and bushing as two components

- ◆ Thrust piece - MP3-420 (3124)-

Gearbox configuration: Gasket ring and bushing as one component.

- ◆ Multi-purpose tool - MP3-419 (VW 771)-

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### 1 - Gearbox housing

- ☐ when used: Adjust drive shaft and differential gear

### 2 - Needle bearing

- ☐ for output shaft
- ☐ removing ⇒ [page 209](#)
- ☐ fitting and securing ⇒ [page 209](#)

### 3 - Oil filler plug

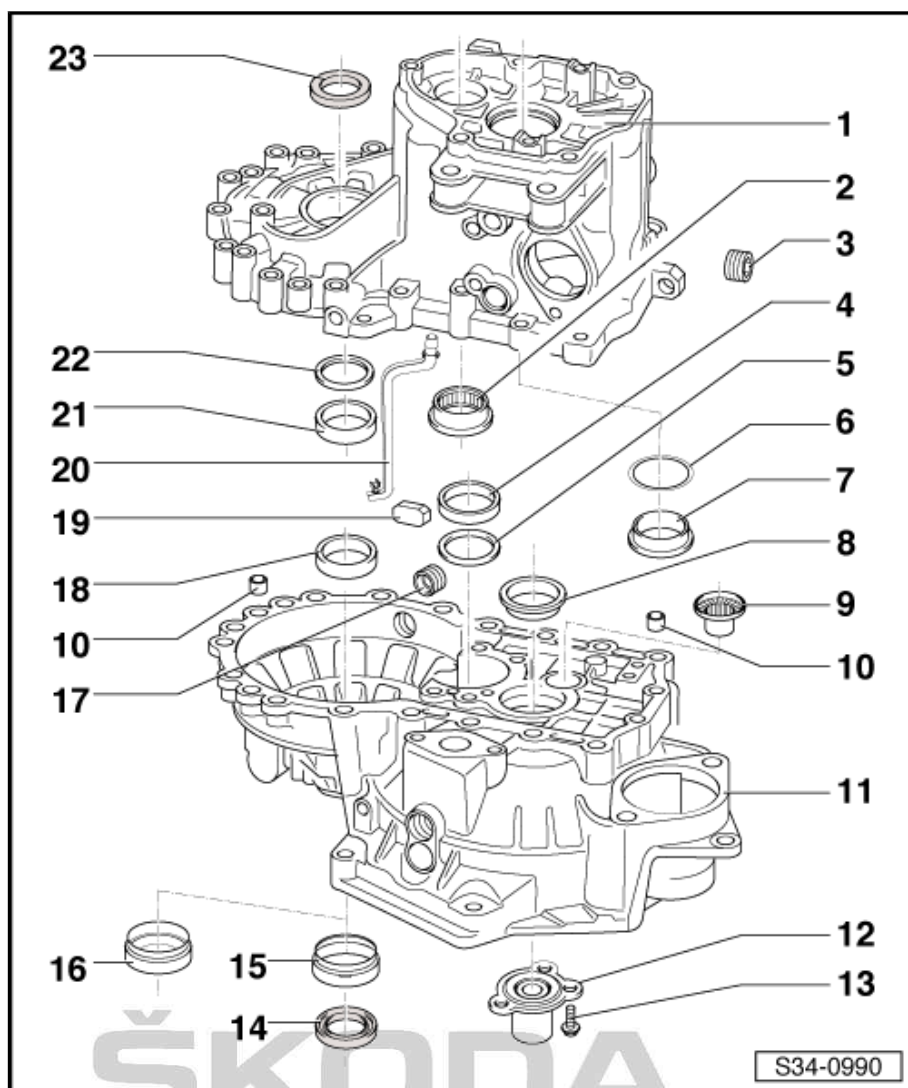
- ☐ without magnet
- ☐ the gear oil level can no longer be checked by unscrewing this plug  
⇒ ["4 Check gear oil level", page 159](#)
- ☐ 30 Nm

### 4 - Outer ring/tapered-roller bearing

- ☐ for output shaft
- ☐ Removing and installing  
⇒ ["2 Bevel pinion \(output shaft\)", page 240](#)
- ☐ when used: Setting output shaft  
⇒ ["2.2 Setting output shaft", page 251](#)

### 5 - Adjusting washer

- ☐ for output shaft
- ☐ Setting overview  
⇒ ["3 Setting overview",](#)



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[page 289](#)

## 6 - Adjusting washer

- ☐ for drive shaft
- ☐ Setting overview ⇒ [“3 Setting overview”, page 289](#)

## 7 - Outer ring/tapered-roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1 Drive shaft”, page 226](#)
- ☐ when used: Setting drive shaft ⇒ [“1.2 Setting drive shaft”, page 235](#)

## 8 - Outer ring/tapered-roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1 Drive shaft”, page 226](#)
- ☐ when used: Setting drive shaft ⇒ [“1.2 Setting drive shaft”, page 235](#)

## 9 - Sleeve for needle bearing

- ☐ Removing and installing ⇒ [“3 Reverse shaft”, page 255](#)

## 10 - Fitting sleeve

- ☐ (2 pieces)

## 11 - Clutch housing

## 12 - Guide bushing

- ☐ with gasket ring for the drive shaft and vulcanized O-ring
- ☐ Driving out gasket ring ⇒ [page 210](#)
- ☐ Driving in gasket ring ⇒ [page 210](#)
- ☐ to replace gasket ring remove guide bushing
- ☐ if O-ring is damaged, replace guide bushing and O-ring together ⇒ Electronic Catalogue of Original Parts

## 13 - Screw

- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

## 14 - Gasket ring (Octavia II)

- ☐ Renew.  
⇒ [“1.3 Replace gasket ring in separated version for right flange shaft \(front-wheel drive\)”, page 261](#) .
- ☐ Difference ⇒ [“1.2 Difference between the gasket rings with right flange \(front-wheel drive\)”, page 261](#)

## 15 - Bushing (Octavia II)

- ☐ for gasket ring Pos.14
- ☐ removing ⇒ [page 210](#)
- ☐ installing ⇒ [page 210](#)

## 16 - Gasket ring and bushing as one component.

- ☐ replace gasket ring and bushing together in the event of damage to the gasket ring  
⇒ [“1.4 Replace gasket ring in single version together with bushing for right flange shaft \(front-wheel drive\)”, page 262](#)
- ☐ removing ⇒ [“1.4.1 Removing”, page 263](#)
- ☐ installing ⇒ [“1.4.2 Install”, page 264](#)
- ☐ Difference (Octavia II)  
⇒ [“1.2 Difference between the gasket rings with right flange \(front-wheel drive\)”, page 261](#)

## 17 - Oil drain plug

- ☐ without magnet
- ☐ 30 Nm

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### 18 - Outer ring/tapered-roller bearing

- ☐ for the differential gear
- ☐ pressing in and pressing out ⇒ [“2 Differential gear”, page 274](#)
- ☐ when used: Adjusting differential gear ⇒ [“2.5 Adjusting the differential gear”, page 285](#)

### 19 - Magnet

- ☐ is held in position by the separator surface of the housing

### 20 - Oil drip pan

- ☐ Install oil drip pan in the gearbox housing

### 21 - Outer ring/tapered-roller bearing

- ☐ for differential gear
- ☐ pressing in and pressing out ⇒ [“2 Differential gear”, page 274](#)
- ☐ when used: Adjusting differential gear ⇒ [“2.5 Adjusting the differential gear”, page 285](#)

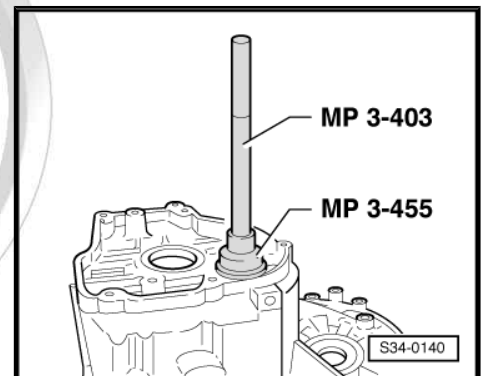
### 22 - Adjusting washer

- ☐ for the differential gear
- ☐ Setting overview ⇒ [“3 Setting overview”, page 289](#)

### 23 - Sealing ring

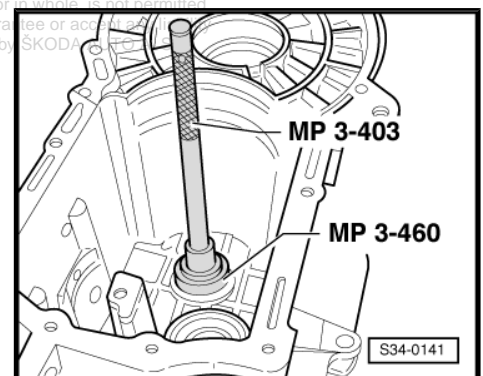
- ☐ Renew. ⇒ [“1.1 Replacing the left flange shaft gasket ring \(front-wheel drive\)”, page 259](#) .

### Driving out needle bearing



### Drive in needle bearing up to stop

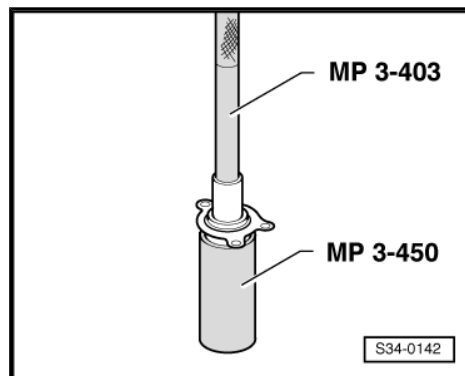
- Using a drift secure needle bearing in three points in the gearbox housing with 120° offset.



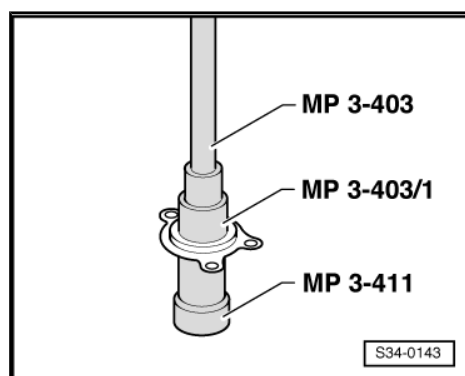




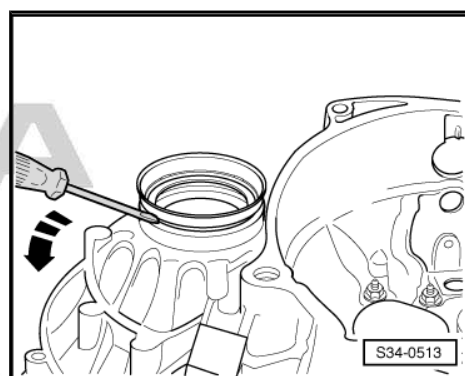
## Driving out the guide bushing



## Driving the gasket ring into the guide bushing up to the stop



## Prise off sleeve -arrow- with screwdriver (split version Octavia II)



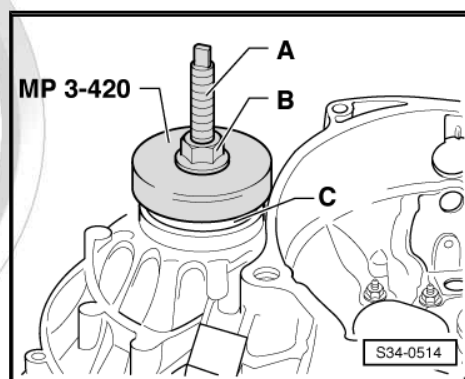
## Press open sleeve (split version Octavia II)

- A - Screw spindle of assembly device - MP3-434- into the threaded part of the differential gear.
- B - Nut M12 with washer
- By turning the nut -B- insert the bushing over the pressure plate - MP3-420- up to the stop.



### Note

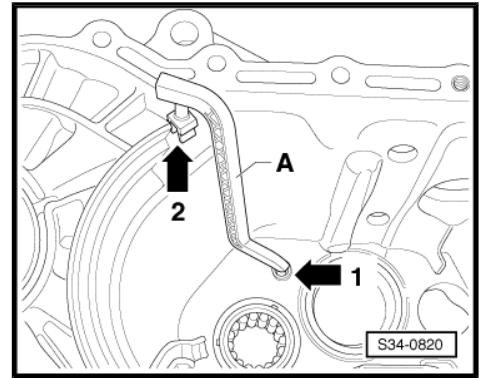
*If the gearbox is disassembled press the bushing with pressure plate - MP3-420- up to the stop.*



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### Install oil drip pan -A- in the gearbox housing

- At the same time insert the oil drip pan into the hole -arrow 1- and the groove -arrow 2-.



## 7.2 Four-wheel drive (Octavia II)

### Special tools and workshop equipment required

- ◆ Drift - MP3-403 (VW 295)-
- ◆ Adapter - MP3-403/1 (VW 295A)-
- ◆ Pressure washer - MP3-455 (VW 447H)-
- ◆ Pressure washer - MP3-460 (VW 512)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Engine mount for assembly stand MP9-101 - MP3-501-
- ◆ Assembly device - MP3-434 (3066)-
- ◆ Pressure plate - T10148- (Gearbox configuration: Gasket ring and bushing as one component)

Gearbox configuration: gasket ring and bushing as two components

- ◆ Thrust piece - MP3-420 (3124)-

Gearbox configuration: Gasket ring and bushing as one component.

- ◆ Multi-purpose tool - MP3-419 (VW 771)-

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# 1 - Gearbox housing

- ☐ when used: Adjust drive shaft and differential gear

# 2 - Needle bearing

- ☐ for output shaft
- ☐ removing ➤ [page 209](#)
- ☐ fitting and securing ➤ [page 209](#)

# 3 - Oil filler plug

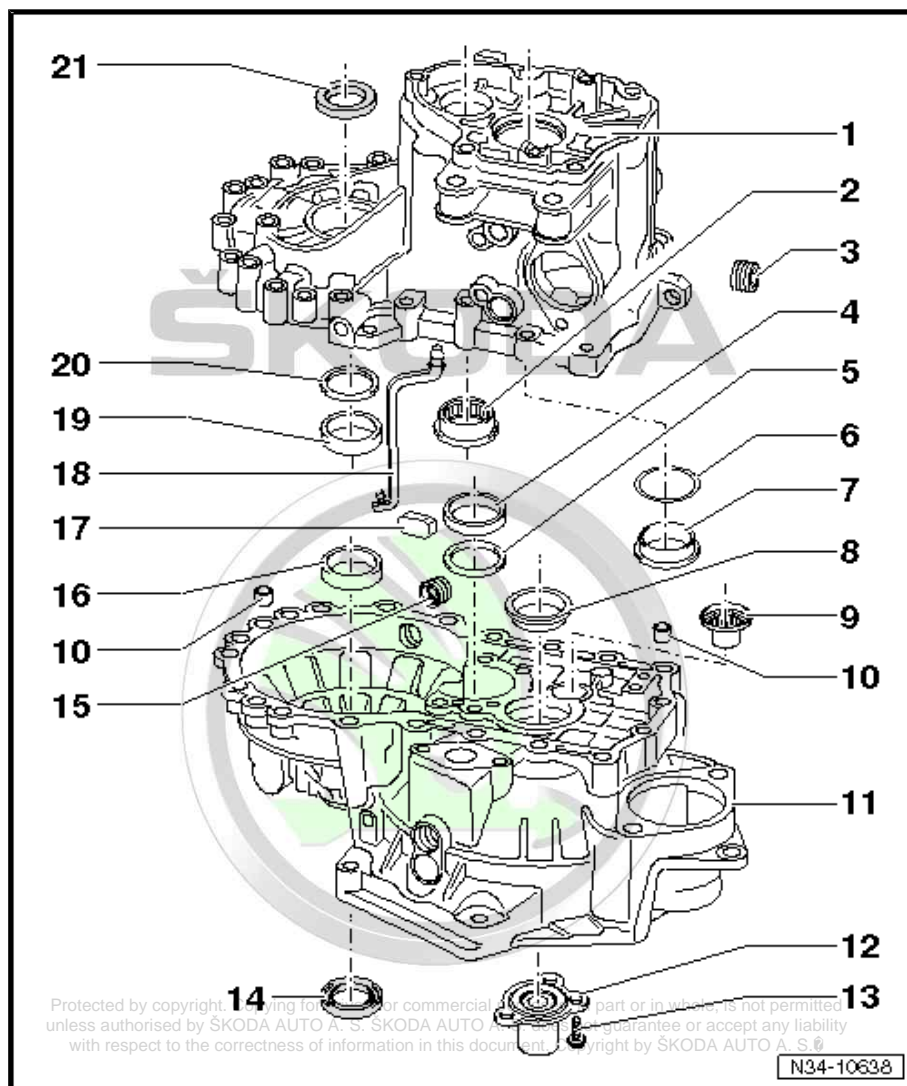
- ☐ without magnet
- ☐ the gear oil level can no longer be checked by unscrewing this plug ➤ ["4 Check gear oil level", page 159](#)
- ☐ 30 Nm

# 4 - Outer ring/tapered-roller bearing

- ☐ for output shaft
- ☐ Removing and installing ➤ ["2 Bevel pinion \(output shaft\)", page 240](#)
- ☐ when used: Setting output shaft ➤ ["2.2 Setting output shaft", page 251](#)

# 5 - Adjusting washer

- ☐ for output shaft
- ☐ Setting overview ➤ ["3 Setting overview",](#)



[page 289](#)

#### 6 - Adjusting washer

- ☐ for drive shaft
- ☐ Setting overview ⇒ [“3 Setting overview”, page 289](#)

#### 7 - Outer ring/tapered-roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1 Drive shaft”, page 226](#)
- ☐ when used: Setting drive shaft ⇒ [“1.2 Setting drive shaft”, page 235](#)

#### 8 - Outer ring/tapered-roller bearing

- ☐ for drive shaft
- ☐ Removing and installing ⇒ [“1 Drive shaft”, page 226](#)
- ☐ when used: Setting drive shaft ⇒ [“1.2 Setting drive shaft”, page 235](#)

#### 9 - Sleeve for needle bearing

- ☐ Removing and installing ⇒ [“3 Reverse shaft”, page 255](#)

#### 10 - Fitting sleeve

- ☐ (2 pieces)

#### 11 - Clutch housing

#### 12 - Guide bushing

- ☐ with gasket ring for the drive shaft and vulcanized O-ring
- ☐ Driving out gasket ring ⇒ [page 210](#)
- ☐ Driving in gasket ring ⇒ [page 210](#)
- ☐ to replace gasket ring remove guide bushing
- ☐ if O-ring is damaged, replace guide bushing and O-ring together ⇒ Electronic Catalogue of Original Parts

#### 13 - Screw

- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 20 Nm

#### 14 - Sealing ring

- ☐ Renew.  
⇒ [“1.7 Replacing gasket rings between angle gearbox and manual gearbox \(four-wheel drive\)”, page 266](#) .

#### 15 - Oil drain plug

- ☐ without magnet
- ☐ 30 Nm

#### 16 - Outer ring/tapered-roller bearing

- ☐ for the differential gear
- ☐ pressing in and pressing out ⇒ [“2 Differential gear”, page 274](#)
- ☐ when used: Adjusting differential gear ⇒ [“2.5 Adjusting the differential gear”, page 285](#)

#### 17 - Magnet

- ☐ is held in position by the separator surface of the housing

#### 18 - Oil drip pan

- ☐ Install oil drip pan in the gearbox housing

#### 19 - Outer ring/tapered-roller bearing

- ☐ for differential gear
- ☐ pressing in and pressing out ⇒ [“2 Differential gear”, page 274](#)
- ☐ when used: Adjusting differential gear ⇒ [“2.5 Adjusting the differential gear”, page 285](#)

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## 20 - Adjusting washer

- ☐ for differential gear
- ☐ Setting overview ➔ [“3 Setting overview”, page 289](#)

## 21 - Sealing ring

- ☐ Renew. ➔ [“1.5 Replacing the left flange shaft gasket ring \(four-wheel drive\)”, page 264](#) .

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## 8 Repairing gearbox housing cover

### Special tools and workshop equipment required

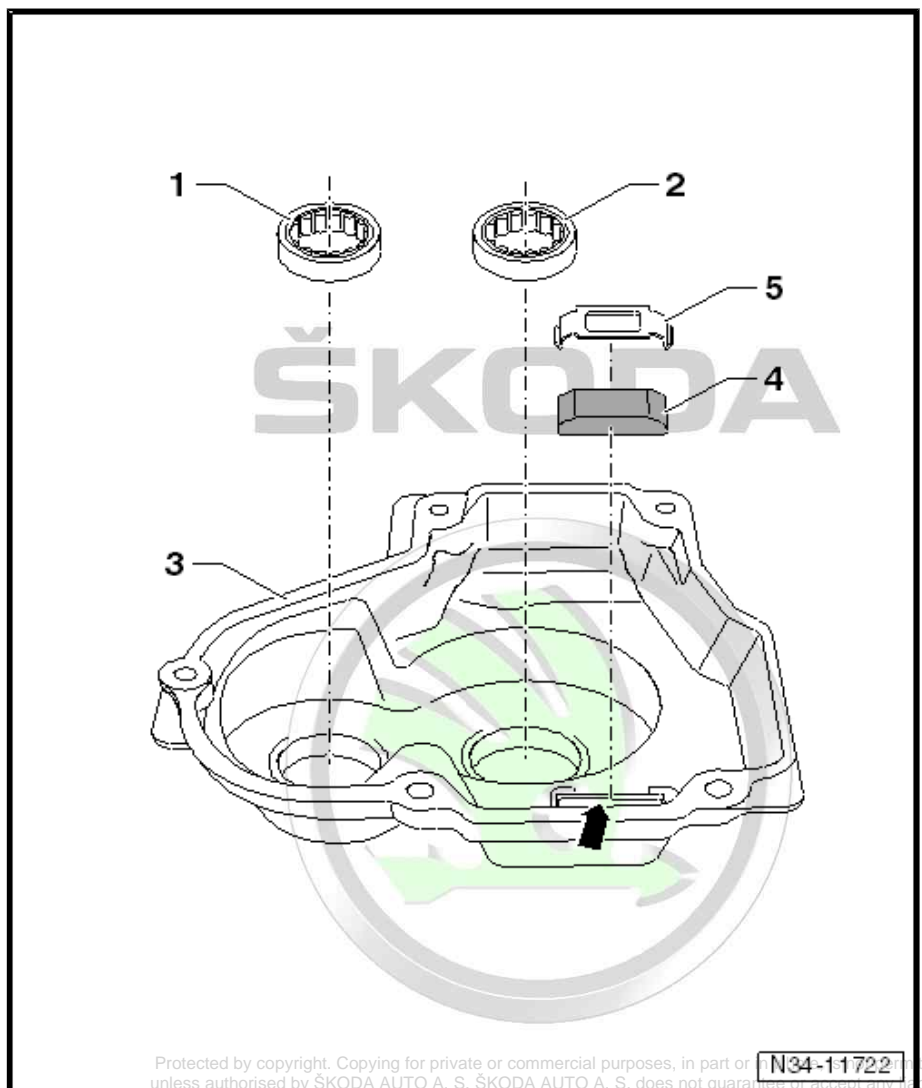
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Assembly device - T30016 (3348)-
- ◆ Pressure plate - T10084A-
- ◆ Hot-air blower - V.A.G 1416-
- ◆ Interior extractor 30 through 37 mm - Kukko 21/5-
- ◆ Countersupport - Kukko22/2-

#### 1 - Cylindrical-roller bearing

- ☐ for drive shaft
- ☐ do not interchange with cylindrical-roller bearing for output shaft
- ☐ can be replaced separately ⇒ Electronic Catalogue of Original Parts
- ☐ removing ⇒ [page 216](#)
- ☐ pressing in, gearbox up to production date 08.06 ⇒ [page 217](#)
- ☐ pressing in, gearbox as of production date 09.06 ⇒ [page 217](#)
- ☐ Assign cylindrical-roller bearings ⇒ [page 216](#)
- ☐ secure ⇒ [page 217](#)

#### 2 - Cylindrical-roller bearing

- ☐ for output shaft
- ☐ do not interchange with cylindrical-roller bearing for input shaft
- ☐ can be replaced separately ⇒ Electronic Catalogue of Original Parts
- ☐ removing ⇒ [page 216](#)
- ☐ pressing in, gearbox up to production date 08.06 ⇒ [page 217](#)
- ☐ pressing in, gearbox as of production date 09.06



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⇒ [page 217](#)

- ☐ Assign cylindrical-roller bearings ⇒ [page 216](#)
- ☐ secure ⇒ [page 217](#)

### 3 - Cover for gearbox housing

- ☐ the cover for the gearbox housing was adapted to the cylindrical-roller bearings as of production date 09.06 ⇒ [page 216](#)

### 4 - Magnet

- ☐ from 11.10
- ☐ can only be inserted in the cover with recess -arrow-

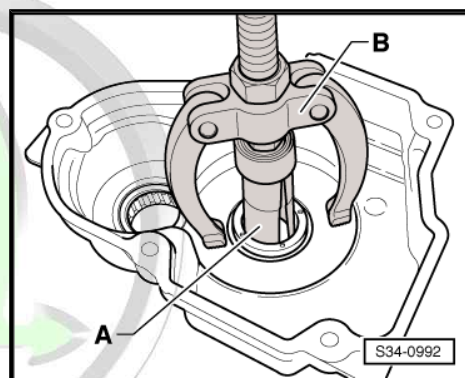
### 5 - Retaining clip

- ☐ holds magnet in position

**Pull the cylindrical-roller bearing out of the gearbox cover**

A - e.g. Interior extractor 30 through 37 mm - Kukko 21/5-

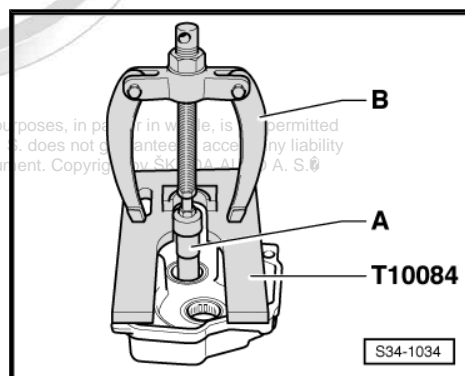
B - e.g. Countersupport - Kukko22/2-



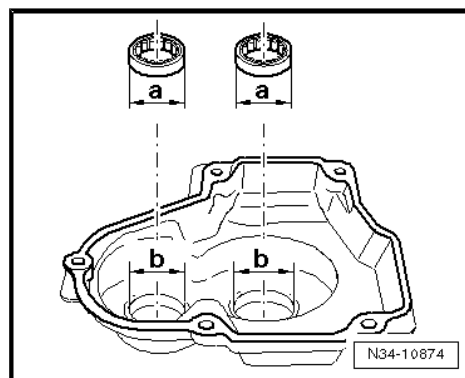
**Pull the cylindrical-roller bearing out of the gearbox cover**

A - e.g. Interior extractor 30 through 37 mm - Kukko 21/5-

B - e.g. Countersupport - Kukko22/2-



**Assign cylindrical-roller bearings**



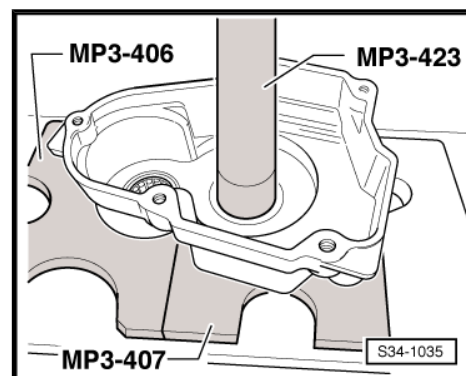
Production date of the gearbox	Dimension "a"	Dimension "b"
Up to 08.06	43 mm	43 mm
As of 09.06	47 mm	47 mm

**Press cylindrical-roller bearing into cover for gearbox housing, up to production date 08.06 (Octavia II)**

- Heat the cover for gearbox housing with the hot-air blower - V.A.G 1416- in the area of the bearing seats to about 100°C.
- Insert the cylindrical-roller bearing in the heated gearbox and press down under the workshop press until heat is transferred.



*Cylindrical-roller bearing must be pressed into the cover up to the stop.*

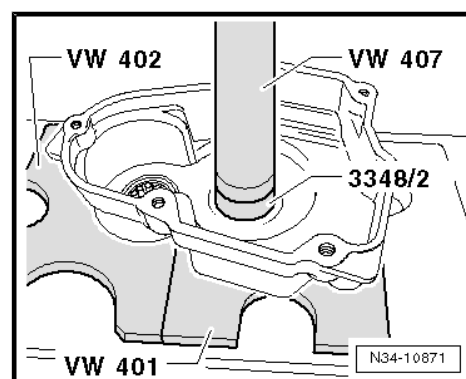


**Press cylindrical-roller bearing into cover for gearbox housing, as of production date 09.06**

- Heat the cover for gearbox housing with the hot-air blower - V.A.G 1416- in the area of the bearing seats to about 100°C.
- Insert the cylindrical-roller bearing in the heated gearbox and press down under the workshop press until heat is transferred.

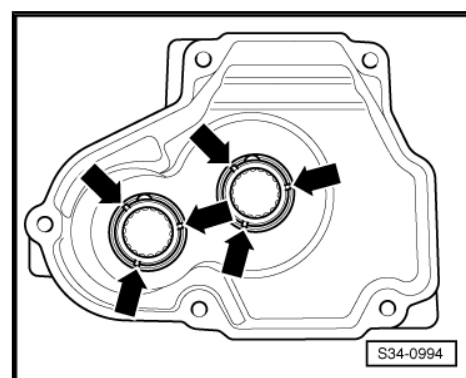


*Cylindrical-roller bearing must be pressed into the cover up to the stop.*



**Secure cylindrical-roller bearing in cover for gearbox housing by caulking -arrows-**

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## 9 Repairing shift mechanism

### Special tools and workshop equipment required

- ◆ Thrust piece - T10203-
- ◆ Pipe section - MP3-479 (VW 423)-
- ◆ Grease - G 000 100-

#### 1 - Gearshift shaft with cover

- ☐ Parts cannot be separated

#### 2 - Reversing light switch - F4-, 20 Nm

- ☐ Coat peg thinly with grease - G 000 100-

#### 3 - Locking bolt

- ☐ for setting the gearshift mechanism
- ☐ removing ➔ [page 219](#)
- ☐ installing ➔ [page 220](#)

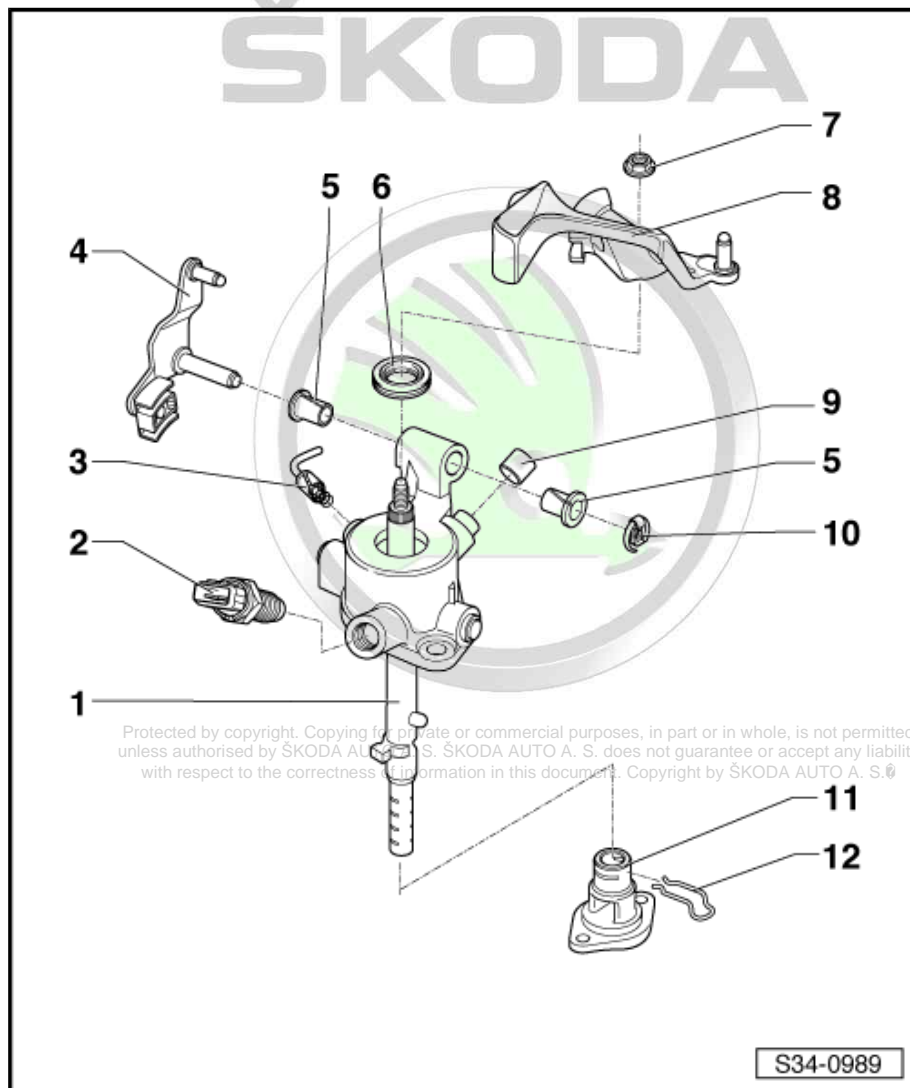
#### 4 - Reversing lever

- ☐ Fitting position:

- ◆ Octavia II  
➔ ["1.14 Summary of components - Control cables \(Octavia II\)", page 99](#)

- ◆ Octavia III, Superb II  
➔ ["1.15 Summary of components - control cables \(Superb II, Octavia III\)", page 103](#)

- ☐ as of 06.07 the relay level is made of plastic
- ☐ Removing and installing plastic relay lever together with cable lock  
➔ ["1.16 Plastic relay lever", page 108](#)
- ☐ if the relay lever is made of plastic, neither the bushings Pos. 5 nor the



lock washer Pos. 10 are required

#### 5 - Bushing

- ☐ is not required, if the relay lever is made of plastic

#### 6 - Sealing ring

- ☐ release with a screwdriver
- ☐ installing ⇒ [page 220](#)

#### 7 - Nut

- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ 23 Nm

#### 8 - Gearshift lever

- ☐ insert in such a way that the interrupted spacing of the teeth matches the gearshift shaft
  - ☐ may be replaced with the gearshift mechanism mounted
  - ☐ Fitting position:
- ◆ Octavia II ⇒ [“1.14 Summary of components - Control cables \(Octavia II\)”, page 99](#)
  - ◆ Octavia III, Superb II ⇒ [“1.15 Summary of components - control cables \(Superb II, Octavia III\)”, page 103](#)
  - ☐ as of 06.06 the diameter of the fixing bolts is smaller Octavia II  
⇒ [“1.14 Summary of components - Control cables \(Octavia II\)”, page 99](#)

#### 9 - Cap

- ☐ for gearbox bleeder

#### 10 - Lock washer

- ☐ always replace ⇒ Electronic Catalogue of Original Parts
- ☐ is not required, if the relay lever is made of plastic

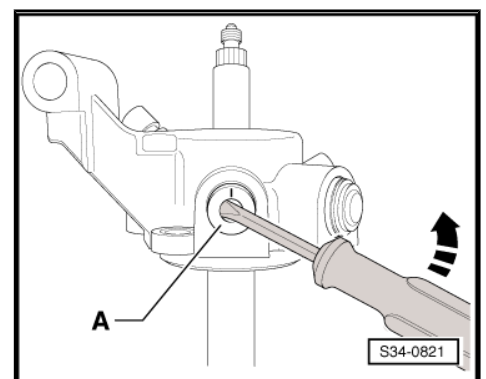
#### 11 - Screw cap

#### 12 - Spring

- ☐ not installed on all gearboxes
- ☐ if present, reinstall

#### Remove locking bolt -A- from gearshift cover

- Remove the outer part of the locking bolt.
- Then lever out locking bolt carefully with a screwdriver.



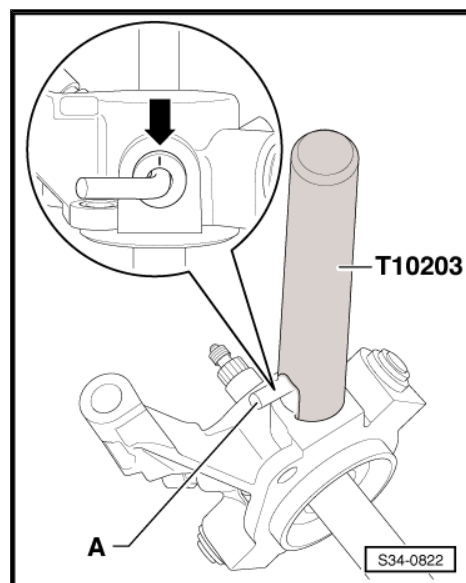




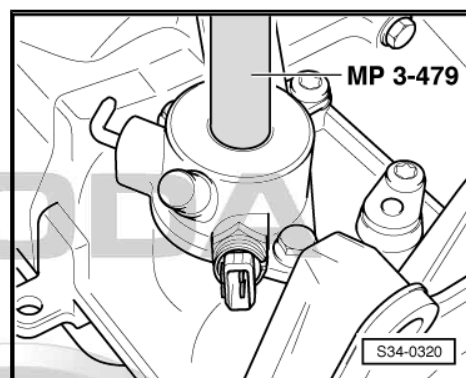
### Press locking bolt -A- into gearshift cover

Fitting position:

The marking -arrow- points to the upper part of the gearshift shaft.



Press in the gasket up to the stop.



## 10 Disassembling and assembling the gearshift forks

### Special tools and workshop equipment required

- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Thrust piece - T30100/1-
- ◆ Assembly device - MP5-402 (3301)-
- ◆ Thrust piece - MP3-453 (VW 431)-
- ◆ Distance sleeve - MP3-458 (VW 472)-
- ◆ Driver - MP1-304 (10-206)-
- ◆ Removal tool for inner lining of the door panel - MP8-602/1-



### Note

*The gearshift fork group (Pos. 7 need not to be disassembled for the disassembly and assembly of the shift segments, circlips and angular ball bearings.*

**Summary of components - Gearshift fork group for shifting the reverse gear with sliding gear**

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### 1 - 5th gear shift segment

- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

### 2 - Circlip

- ☐ always replace ➔ Electronic Catalogue of Original Parts
- ☐ removing ➔ [page 224](#)
- ☐ installing ➔ [page 224](#)

### 3 - 5th/6th gear shift fork

- ☐ 5./6. Set gear (up to production date 05.06 - Octavia II) ➔ [page 204](#)
- ☐ 5./6. Set gear (as of production date 06.06 Octavia II, Octavia III, Superb II) ➔ [page 204](#)

### 4 - Screw

- ☐ 25 Nm

### 5 - 5th/6th gear shift gate

### 6 - Angular ball bearing

- ☐ 4 pieces
- ☐ pressing off ➔ [page 224](#)
- ☐ installing ➔ [page 224](#)

### 7 - Gearshift fork group with shift rails

### 8 - 1st/2nd gear shift segment

- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

### 9 - 3rd/4th gear shift segment

- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

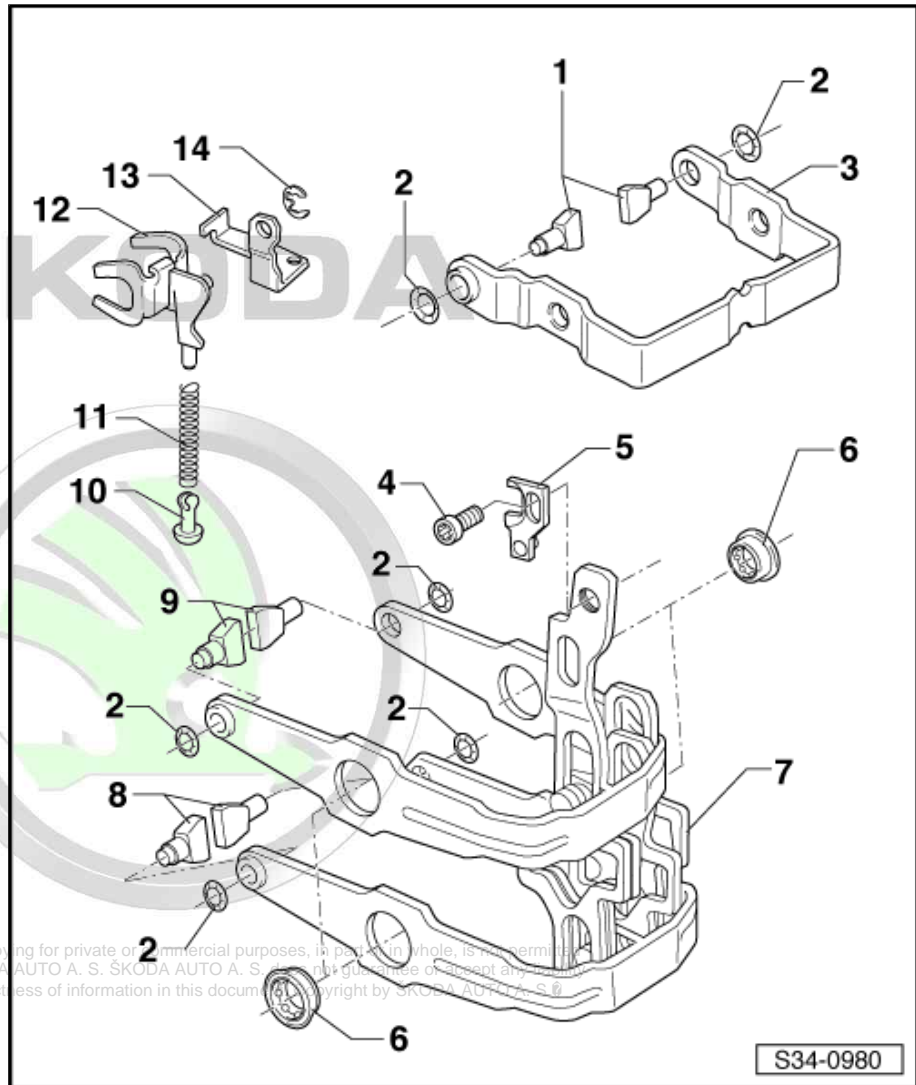
### 10 - Sliding shoe

### 11 - Spring

### 12 - Gearshift fork reverse gear

### 13 - Support for reverse gear shift fork

### 14 - Lock washer



### Summary of components - Gearshift fork group for shifting the reverse gear with sliding sleeve

-Arrow- points to the sliding sleeve.

### 1 - 5th gear shift segment

- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

### 2 - Circlip

- ☐ always replace ➔ Electronic Catalogue of Original Parts
- ☐ removing ➔ [page 224](#)
- ☐ installing ➔ [page 224](#)

### 3 - 5th/6th gear shift fork

- ☐ 5./6. Set gear (up to production date 05.06 - Octavia II) ➔ [page 204](#)
- ☐ 5./6. Set gear (as of production date 06.06 Octavia II, Octavia III, Superb II) ➔ [page 204](#)

### 4 - Screw

- ☐ 25 Nm

### 5 - 5th/6th gear shift gate

### 6 - Angular ball bearing

- ☐ 4 pieces
- ☐ pressing off ➔ [page 224](#)
- ☐ installing ➔ [page 224](#)

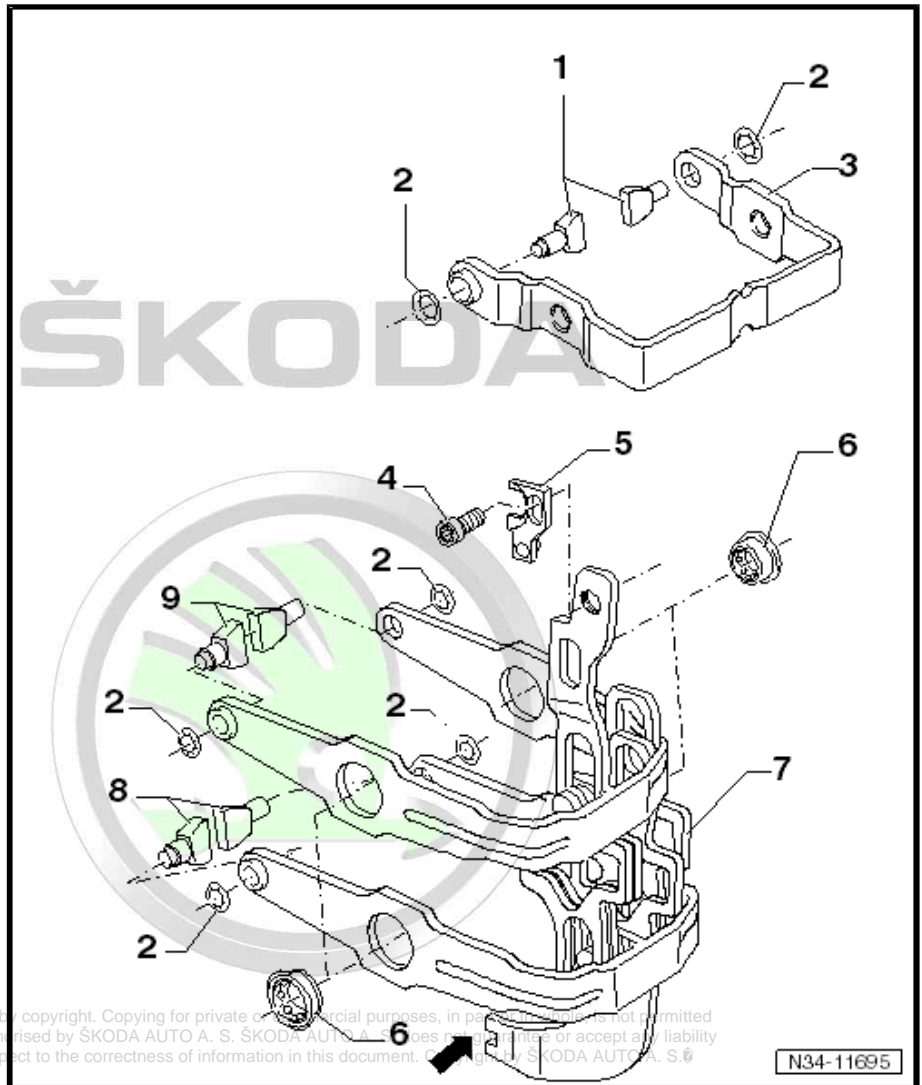
### 7 - Gearshift fork group with shift rails

### 8 - 1st/2nd gear shift segment

- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted

### 9 - 3rd/4th gear shift segment

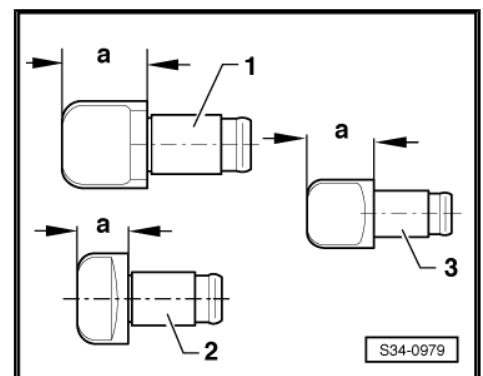
- ☐ Identification ➔ [page 223](#)
- ☐ It must still be possible to rotate the shift segment freely once the circlip has been fitted



### Identification of shift segments

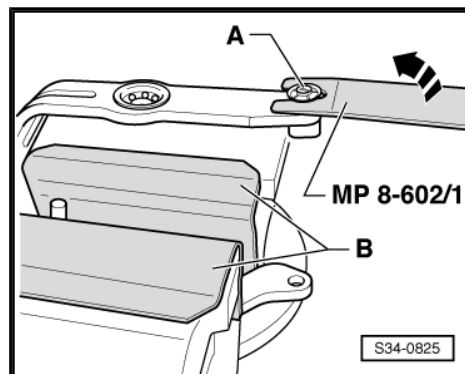
#### Dimension -a-

- 1 - Shift segments 1st and 2nd gear = 11.4 mm
- 2 - Shift segments 3rd and 4th gear = 7.7 mm
- 3 - Shift segments 5th gear = 12.1 mm



### Removing the circlip

- Secure the shift fork in a vice fitted with protective jaws -B-.
- Lift off the circlip -A- in the direction of the arrow.



### Fitting the circlip

- Press the circlip with a handle wrench into the slot of the shift segment.

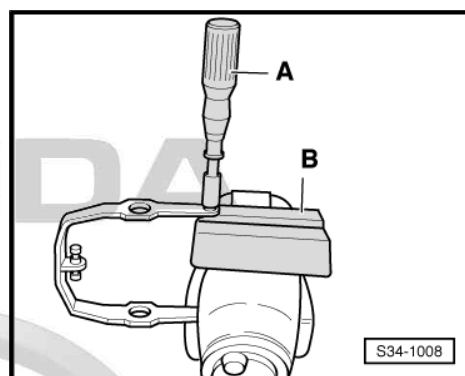


#### Note

*It must still be possible to rotate the shift segment freely once the circlip has been fitted.*

A - Handle wrench, wrench size 10

B - Protective jaws

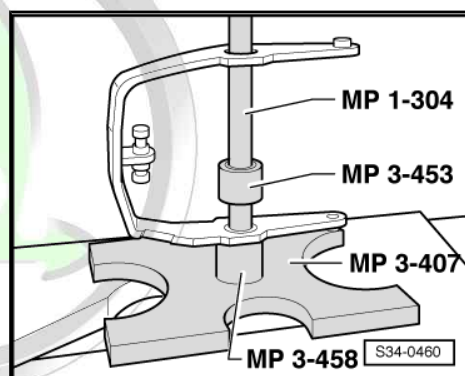


### Pressing off angular ball bearing



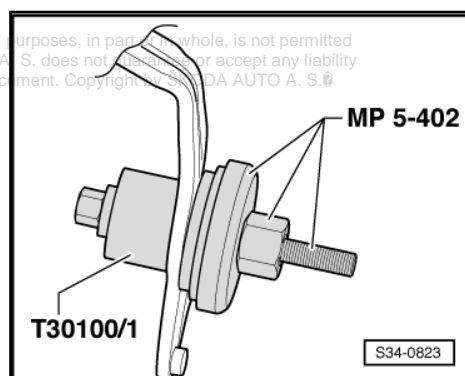
#### Note

*Do not bend the shift forks when removing and installing the angular ball bearings.*



### Insert the angular ball bearing up to the stop into the gearshift fork

The recess in the pressure plate -T30100/1- points towards the ball bearing.

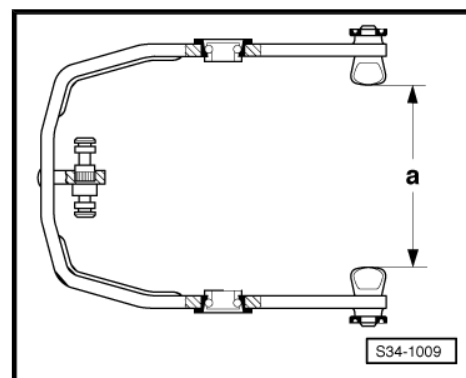




### Shift fork with fitted shift segments

	Dimension -a- (mm)
1st/2nd gear shift fork	87,2 ... 87,4
3rd/4th gear shift fork	93,6 ... 93,8

Identification of shift segments ➔ [page 223](#) .



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## 35 – Gears, shafts

### 1 Drive shaft

⇒ [“1.1 Disassembling and assembling the drive shaft”, page 226](#)

⇒ [“1.2 Setting drive shaft”, page 235](#)

#### 1.1 Disassembling and assembling the drive shaft

##### Special tools and workshop equipment required

- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure washer - MP3-455 (VW 447H)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pipe section - MP3-451 (VW 422)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Knock-in bushing - T30034(41-501)-
- ◆ Pressure washer - MP3-456 (VW 447 I)-
- ◆ Bushing - MP1-316 (30-100)-
- ◆ Pressure washer - MP3-413 (VW 510)-
- ◆ Separating device 12 - 75 mm - Kukko17/1-



##### Note

- ◆ *Removing and installing drive shaft*  
⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#) .
- ◆ *When installing new pinions observe the technical data*  
⇒ [“4 Technical Data for the Gearbox”, page 6](#) and ⇒ *Electronic Catalogue of Original Parts* .
- ◆ *If the position of the tapered-roller bearing is influenced when parts are replaced the drive shaft must be reset. Setting overview* ⇒ [“3 Setting overview”, page 289](#) .

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# 1 - Clutch housing

## 2 - Outer ring/tapered-roller bearing

- ☐ pressing off  
⇒ [page 230](#)

- ☐ pressing on  
⇒ [page 231](#)

## 3 - Inner ring/tapered-roller bearing

- ☐ pressing off  
⇒ [page 231](#)

- ☐ pressing on  
⇒ [page 231](#)

## 4 - Drive shaft

- ☐ adjust  
⇒ "1.2 Setting drive shaft", [page 235](#)

## 5 - 3rd gear pinion

- ☐ Collar points to the 4th gear

- ☐ pressing off  
⇒ [page 232](#)

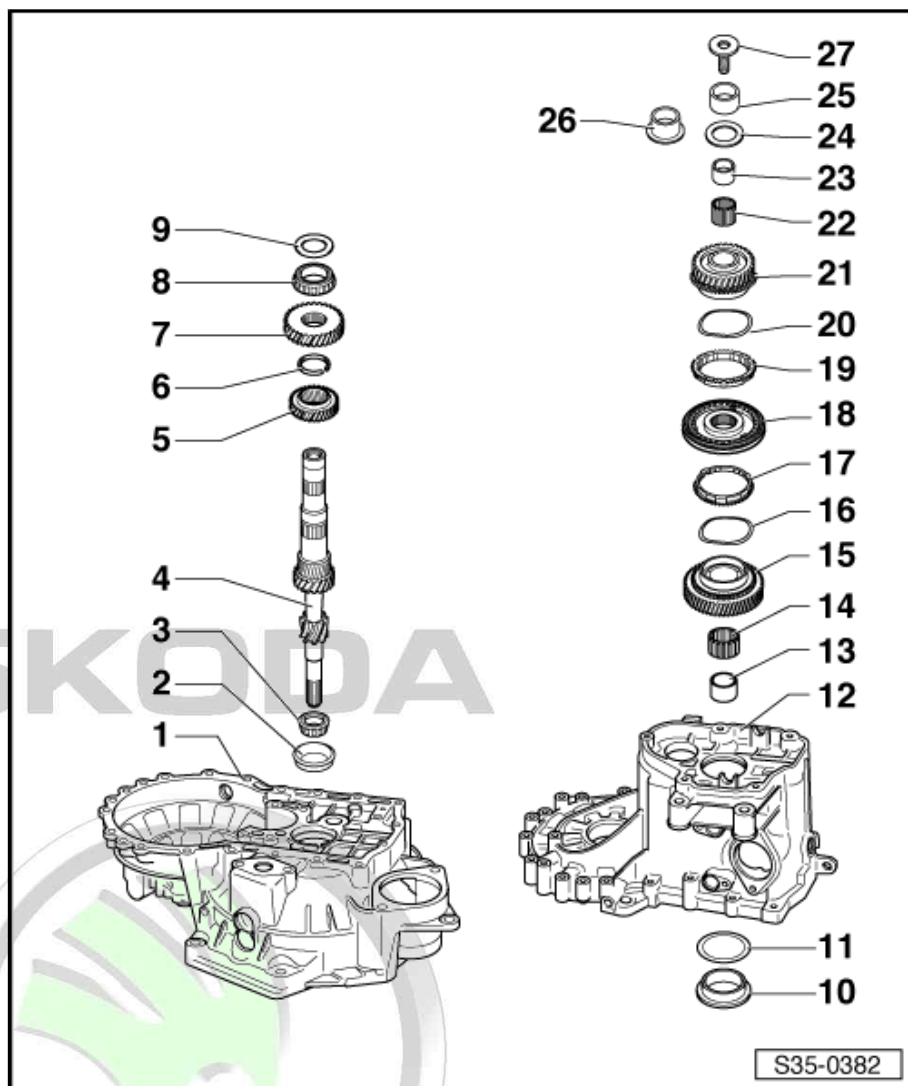
- ☐ pressing on  
⇒ [page 232](#)

## 6 - Circlip

- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## 7 - 4th gear pinion

- ☐ pressing off with outer ring/tapered-roller bearing and bushing



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⇒ [page 231](#)

- ☐ pressing on ⇒ [page 232](#)
- ☐ Collar points to the 3rd gear

#### 8 - Inner ring/tapered-roller bearing

- ☐ pressing off with 4th gear pinion and bushing ⇒ [page 231](#)
- ☐ pressing on ⇒ [page 232](#)

#### 9 - Thrust washer

#### 10 - Outer ring/tapered-roller bearing

- ☐ pressing off ⇒ [page 233](#)
- ☐ pressing on ⇒ [page 233](#)

#### 11 - Adjusting washer

- ☐ Determine thickness ⇒ ["1.2 Setting drive shaft", page 235](#)

#### 12 - Gearbox housing

#### 13 - Bushing

- ☐ for needle bearing
- ☐ pressing off with 4th gear pinion and inner ring/tapered-roller bearing ⇒ [page 231](#)
- ☐ pressing on ⇒ [page 233](#)
- ☐ insert thrust washer Pos. 9 before assembly 9

#### 14 - Needle bearing

- ☐ for 5th gear

#### 15 - 5th gear sliding gear

- ☐ remove together with 5th gear synchronizer body

#### 16 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

#### 17 - 5th gear synchronizer ring

- ☐ with integrated arresters Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ with integrated arresters Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
- ☐ check for wear Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ check for wear Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)



## 18 - Sliding sleeve with 5th and 6th gear synchronizer body

- ☐ Sliding sleeve was modified as of production date 06.06 ⇒ [page 233](#)
- ☐ remove and install Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ removing and installing Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
- ☐ disassembling and assembling ⇒ [page 234](#)
- ☐ 5./6. Set gear (Octavia II up to production date 05.06)  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ 5./6. Set gear (Octavia II, Octavia III as of production date 06.06)  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ 5./6. Set gear (Superb II)  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
- ☐ Install springs bent at right angles and stops (on certain gearboxes) ⇒ [page 235](#)

## 19 - 6th gear synchronizer ring

- ☐ with integrated arresters Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ with integrated arresters Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
- ☐ check for wear Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ check for wear Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)

## 20 - Corrugated spring ring

- ☐ as of production date 26.05.08
- ☐ assign according to the ⇒ Electronic catalogue of original parts .

## 21 - 6th gear sliding gear

- ☐ Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)

## 22 - Needle bearing

- ☐ for 6th gear
- ☐ replace together with bushing
- ☐ Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)

## 23 - Bushing

- ☐ for 6th gear needle bearing
- ☐ replace together with needle bushing
- ☐ Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ☐ Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)



## 24 - Thrust washer (Octavia II)

⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)

- ☐ no longer available as of production date 09.06

## 25 - Inner ring for cylindrical-roller bearing (Octavia II up to 08.06)

⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)

- ☐ for drive shaft
- ☐ identify before removing
- ☐ do not interchange with inner ring/cylindrical-roller bearing of output shaft

## 26 - Inner ring/cylindrical-roller bearing (as of 09.06)

- ☐ for drive shaft
- ☐ Summary of components:

### ◆ Octavia II, Octavia III

⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)

### ◆ Superb II

⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)



### Note

*Octavia II, Octavia III - Guide inner ring/cylindrical-roller bearing Pos. 25 together with thrust washer Pos. 24 ⇒ [page 235](#)*

## 27 - Screw with internal serrations

- ☐ for drive shaft
- ☐ Summary of components:

### ◆ Octavia II, Octavia III

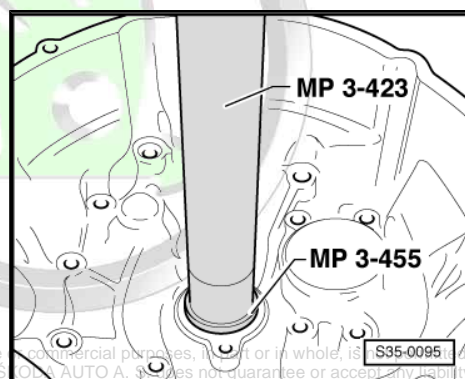
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)

### ◆ Superb II

⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)

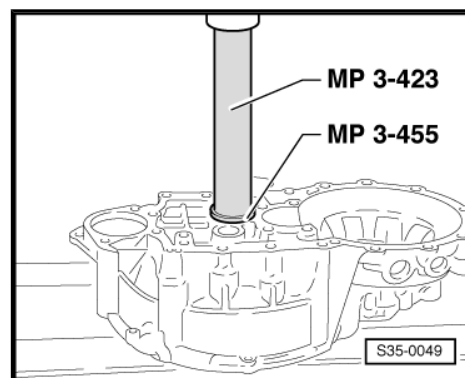
- ☐ Tightening torque:
- ◆ up to production date 08/06: 40 Nm + 180° further
- ◆ as of production date 09/06: 80 Nm + 90° further
- ☐ self-locking
- ☐ always replace ⇒ Electronic Catalogue of Original Parts

## Pressing off outer ring/tapered-roller bearing



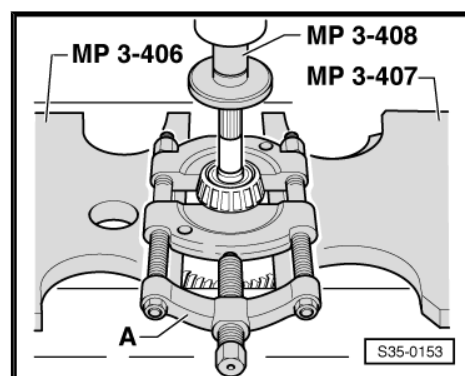
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## Pressing on outer ring/tapered-roller bearing



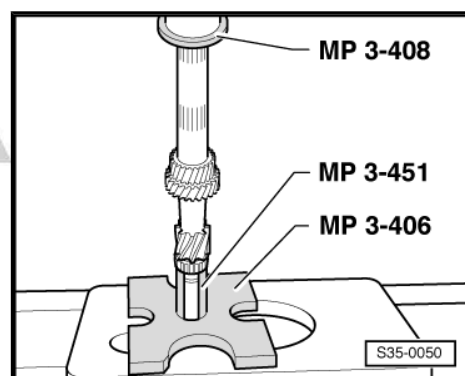
## Pressing off inner ring/tapered-roller bearing

A - Separating device 12 - 75 mm - Kukko17/1-

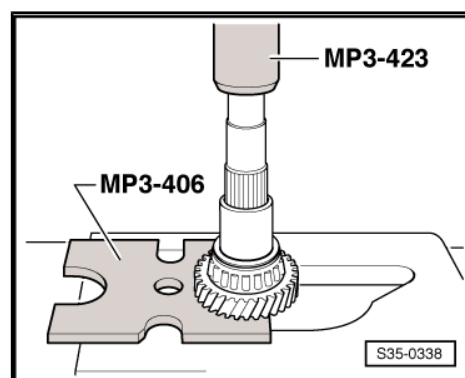


## Press on inner ring/tapered-roller bearing

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## Pressing off 4th gearwheel with tapered-roller bearing and bushing

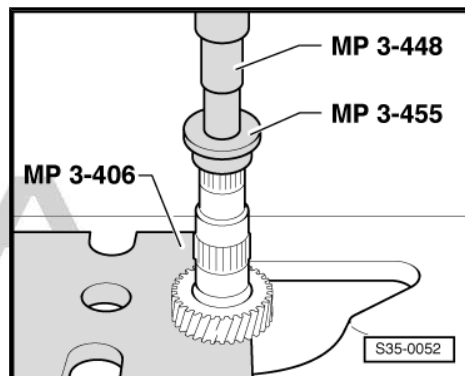


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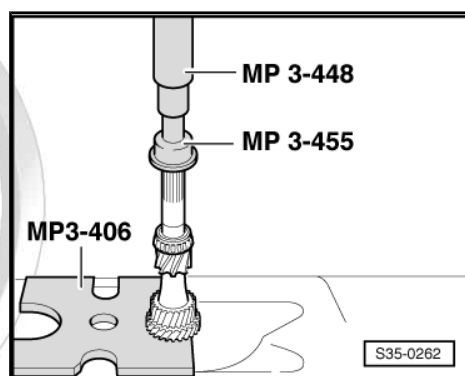


### Pressing off 3rd gear pinion

- Prior to this remove the circlip.



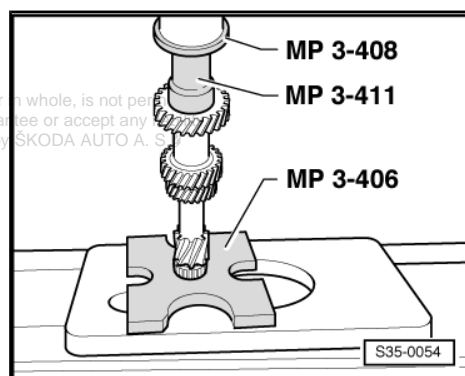
### Pressing on 3rd gear pinion



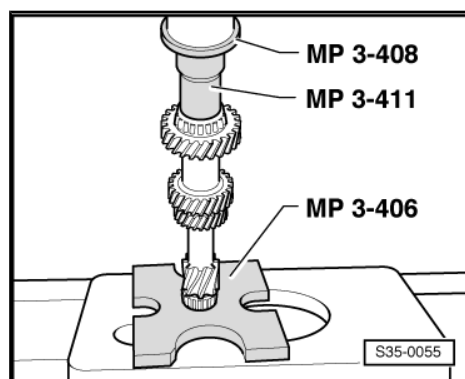
### Pressing on 4th gear pinion

Collar points to the 3rd gear.

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### Press on inner ring/tapered-roller bearing



## Pressing on bushing for needle bearing

# SKODA

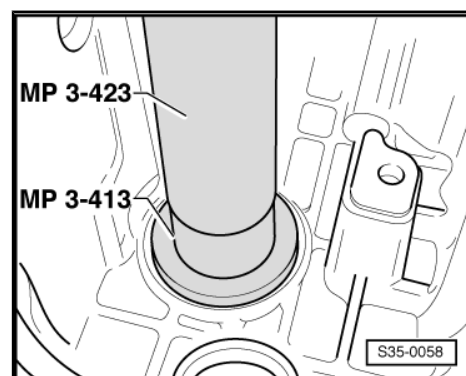
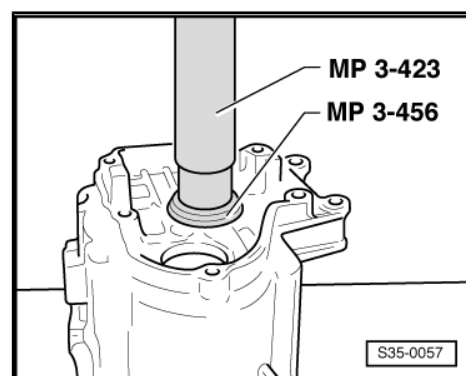
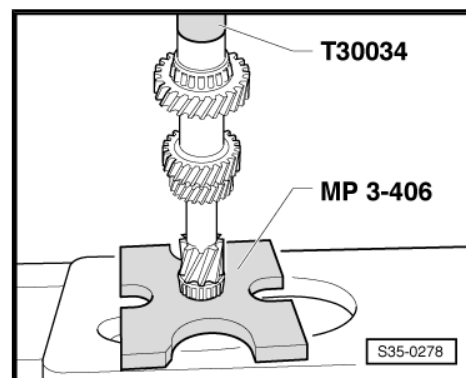
## Pressing off outer ring/tapered-roller bearing



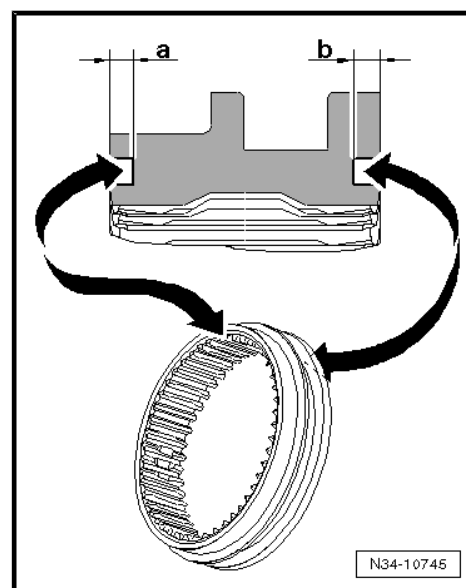
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## Pressing on outer ring/tapered-roller bearing

- After setting the drive shaft insert with adjusting washer.



Deeper recesses are present -arrows- on both sides in the 5th/6th gear sliding sleeve on gearboxes as of production date 06.06





Dimension -a- (side to 6th gear)	
»Gearbox up to production date 05.06«	»Gearbox as of production date 06.06«
1.5 mm	1.8 mm

Assign sliding sleeve and 5th/6th gear synchronizer body via the  
 ⇒ Electronic Catalogue of Original Parts .

Dimension -b- (side to 5th gear)	
»Gearbox up to production date 05.06«	»Gearbox as of production date 06.06«
1.5 mm	2.0 mm

Assign sliding sleeve and 5th/6th gear synchronizer body via the  
 ⇒ Electronic Catalogue of Original Parts .

Because of the deeper recesses, the setting of 5th/6th gear was modified:

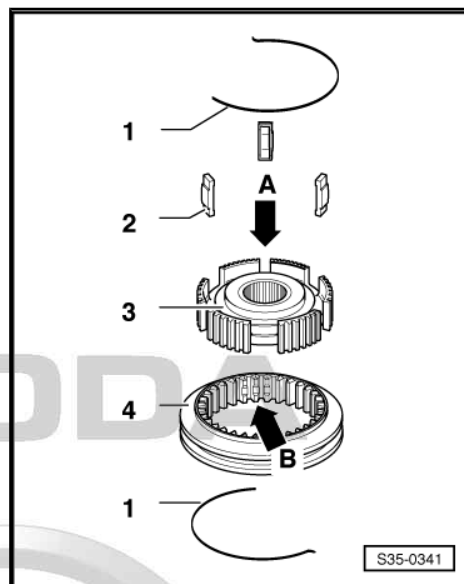
- ♦ Octavia II up to production date 05.06  
 ⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#) .
- ♦ Octavia II, Octavia III as of production date 06.06  
 ⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#) .
- ♦ Superb II  
 ⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#) .

#### Disassembling and assembling the sliding sleeve and 5th/6th gear synchronizer body

- 1 - Spring
- 2 - Arresters
- 3 - Synchronizer body
- 4 - Sliding sleeve

– Slide the sliding sleeve over the synchronizer body.

The deeper recesses -arrow A- of the arresters in the synchronizer body and the recesses -arrow B- in the sliding sleeve must be positioned above one another.



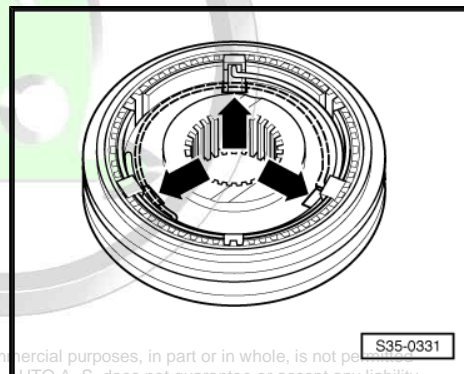
#### Assemble sliding sleeve/5th/6th gear synchronizer body

- The sliding sleeve is drawn over the synchronizer body.
- Insert the arresters in the deeper recesses -arrows- and mount the springs with 120° offset. The angled end of the spring must grip into the hollow arrester.



#### Note

- ♦ As of production date 26.05.08, the corrugated spring ring is installed below the 5th gear synchronizer ring and above the 6th gear synchronizer ring ⇒ [Item 16 \(page 228\)](#) and ⇒ [Item 20 \(page 229\)](#) .
- ♦ Then only install the springs for the arresters of which the ends are not bent at right angles. (As shown in ⇒ [page 234](#) Pos. 1.)

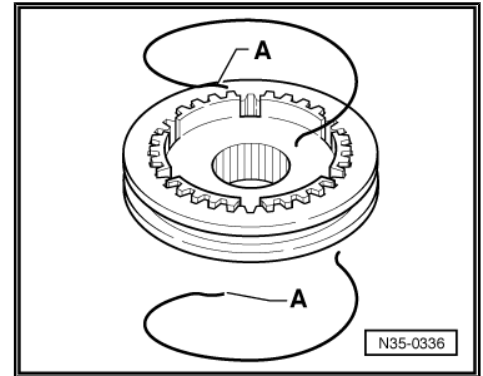




### Springs bent at right angles -A- on certain gearboxes

These springs are installed on both sides.

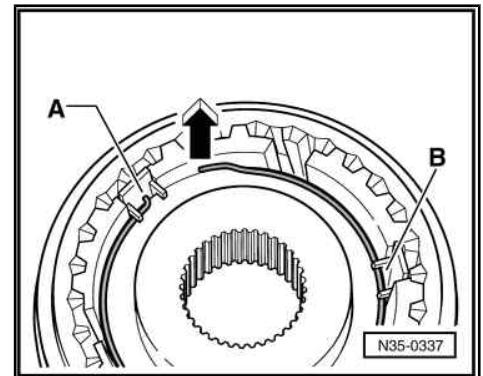
- The springs can only be installed on previous gearboxes together with arresters, which are hollow inside.
- Insert arresters.



Fitting location of the springs:

- Mount the springs with 120° offset.
- The angled end -A- of the spring must grip into the hollow arrester and at the same time be located below the shoulder -B- of the arresters.

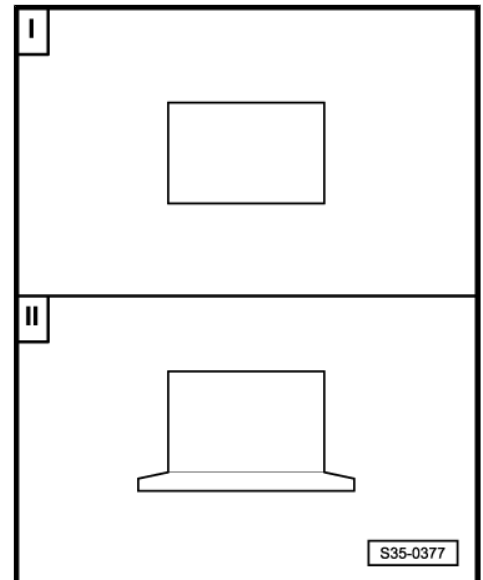
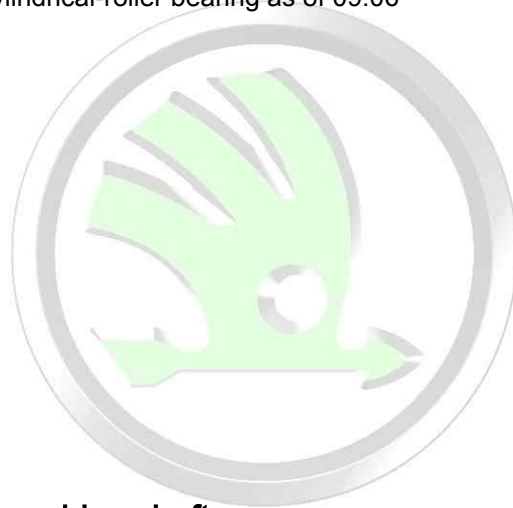
The end bent at right angles always points away from the synchronizer body -direction of arrow-.



### Shape modification of inner ring for cylindrical roller bearing

I - Inner ring for cylindrical-roller bearing up to 08.06

II - Inner ring for cylindrical-roller bearing as of 09.06



## 1.2 Setting drive shaft

### Special tools and workshop equipment required

- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Gauge block plate - MP3-405/17-
- ◆ Pressure washer - MP3-413 (VW 510)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure washer - MP3-455 (VW 447 H)-
- ◆ Pressure washer - MP3-456 (VW 447 I)-
- ◆ Gearbox mount - T30109 (VW 353)-
- ◆ Dial gauge

The drive shaft must be re-set when the following components are replaced:

- ◆ Gearbox housing
- ◆ Clutch housing
- ◆ Drive shaft
- ◆ 4th gear pinion

or

- ◆ Tapered-roller bearing

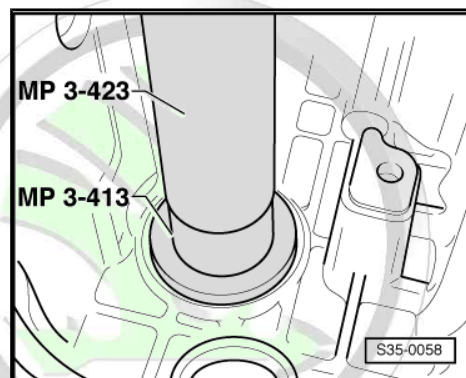
Setting overview ⇒ [“3 Setting overview”, page 289](#) .



#### Note

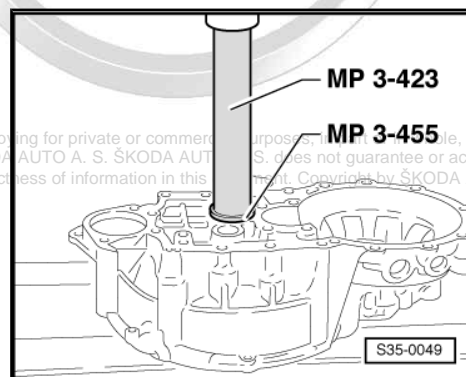
*Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.*

- Press the outer ring/tapered-roller without adjusting washer up to the stop into the gearbox housing.

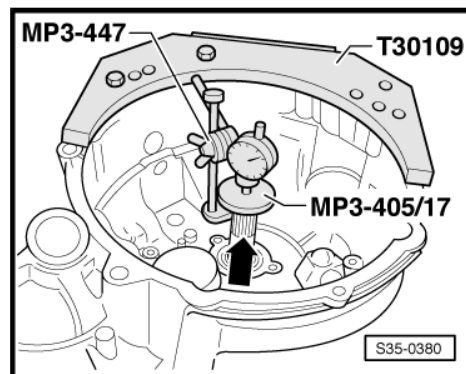


- Press the outer ring/tapered-roller bearing up to the stop into the clutch housing.

- Insert drive shaft in the clutch housing and install gearbox housing. Tighten screws to tightening torque  
⇒ [“6.5 Summary of components - Gearbox housing and gear-shift mechanism”, page 176](#) .



- Fit measuring device and dial gauge in the clutch housing.
- Turn the drive shaft several times before measuring to ensure the tapered-roller bearings set. Set the dial gauge to “0” with 1 mm bias.



#### Note

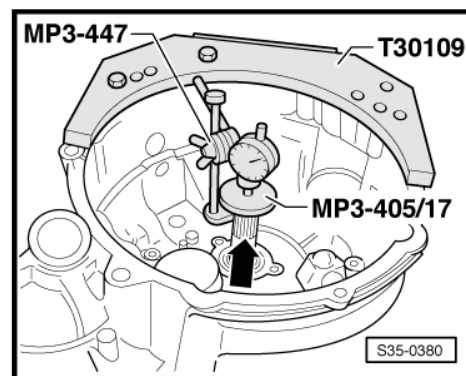
*This procedure must be repeated before each subsequent measurement, because otherwise the dial gauge does not return to its initial setting.*

- Press drive shaft towards the dial gauge -direction of arrow-.
- Read off play on dial gauge and note (in the example = 1.21 mm).



**Note**

*The dial gauge does not return to its initial position.*



## 1.2.1 Determine the adjusting washer

Example:

Measured value of bearing play	Thickness of the adjusting washer according to the table
1.21 mm	1.175 mm

Adjusting washer table

Bearing clearance	Adjusting washer
Measured value (mm)	Thickness (mm)
0,671...0,699	0,650
0,700...0,724	0,675
0,725...0,749	0,700
0,750...0,774	0,725
0,775...0,799	0,750
0,800...0,824	0,775
0,825...0,849	0,800
0,850...0,874	0,825
0,875...0,899	0,850
0,900...0,924	0,875
0,925...0,949	0,900
0,950...0,974	0,925
0,975...0,999	0,950
1,000...1,024	0,975
1,025...1,049	1,000
1,050...1,074	1,025
1,075...1,099	1,050
1,100...1,124	1,075
1,125...1,149	1,100
1,150...1,174	1,125
1,175...1,199	1,150
1,200...1,224	1,175
1,225...1,249	1,200
1,250...1,274	1,225
1,275...1,299	1,250
1,300...1,324	1,275
1,325...1,349	1,300
1,350...1,374	1,325
1,375...1,399	1,350
1,400...1,424	1,375
1,425...1,449	1,400
1,450...1,474	1,425
1,475...1,499	1,450
1,500...1,524	1,475
1,525...1,549	1,500
1,550...1,574	1,525

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Bearing clearance	Adjusting washer
Measured value (mm)	Thickness (mm)
1,575...1,599	1,550
1,600...1,624	1,575
1,625...1,649	1,600
1,650...1,674	1,625
1,675...1,699	1,650
1,700...1,724	1,675

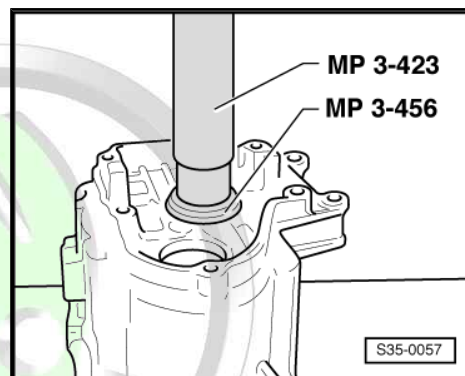


### Note

- ◆ Assign the adjusting washers via the ➔ *Electronic Catalogue of Original Parts* .
- ◆ If the measured washer thickness is greater than the one listed in the table, 2 washers corresponding to the measured value may be fitted. When installing two washers, first of all insert the thickest washer.

- Remove drive shaft and press out outer ring/tapered-roller bearing from the gearbox housing with thrust washer - MP3-456- .

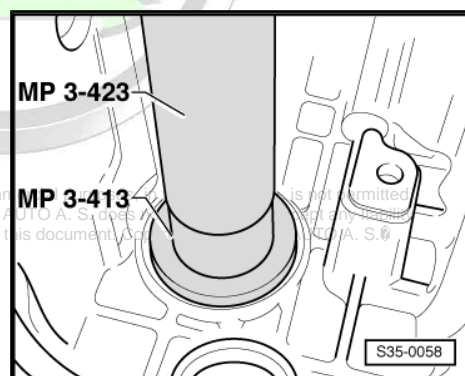
- Determine the adjusting washer thickness from the table  
 ➔ [page 237](#) (example 1.175 mm).



- Press outer ring/tapered-roller bearing with thrust washer - MP3-413- into the gearbox housing together with the adjusting washer (in the example 1.175 mm).

- Position the gearbox housing and tighten screw to the given tightening torque

➔ ["6.5 Summary of components - Gearbox housing and gear-shift mechanism", page 176](#) .



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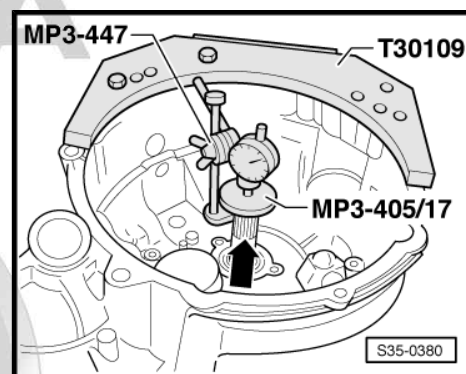
## 1.2.2 Control measurement

- Insert measuring device and dial gauge.
- Turn the drive shaft several times to ensure the tapered-roller bearings set.
- Press drive shaft in the -direction of the arrow-.
- The bearing clearance must be min. 0.01...max. 0.09 mm.



### Note

*If no bearing clearance can be measured, however the drive shaft has a tangible valve rock and can easily be turned, then the setting is also OK.*



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## 2 Bevel pinion (output shaft)

⇒ ["2.1 Disassembling and assembling the output shaft", page 240](#)

⇒ ["2.2 Setting output shaft", page 251](#)

### 2.1 Disassembling and assembling the output shaft

#### Special tools and workshop equipment required

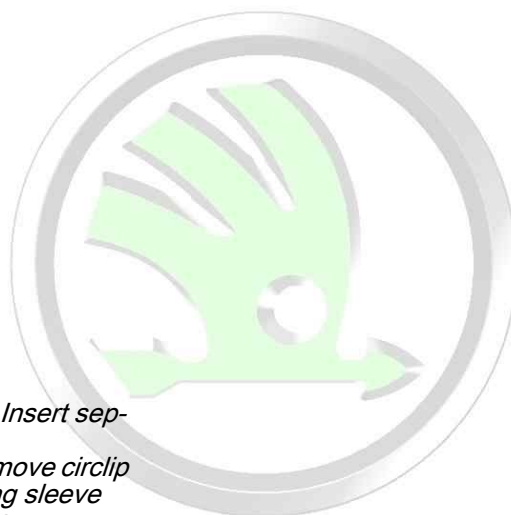
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pressure washer - MP3-460 (VW 512)-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/4-
- ◆ Gripper - V.A.G 1582/5-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Insertion tool - MP3-466 (32-111)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-
- ◆ Pressure spindle - MP3-449 (VW 409)-
- ◆ Alignment rails - MP3-457 (VW 457)-
- ◆ Pipe section - MP3-461 (VW 519)-
- ◆ Bushing - MP1-316 (30-100)-
- ◆ Pipe section - MP3-450 (VW 415A)-
- ◆ Pressure washer - MP3-455 (VW 447H)-
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Pipe section - T30041 (2040)-
- ◆ Knock-in bushing - T30034(41-501)-
- ◆ Pipe section - MP3-4012 (VW 416B)-
- ◆ Internal extractor 37 - 46 mm - Kukko21/6-
- ◆ Countersupport - Kukko 22/2-
- ◆ Separating device 12 - 115 mm - Kukko17/2-



#### Note

- ◆ *The output shaft can be disassembled as follows: Insert separating device under 2nd gear sliding gear (Pos. ⇒ [Item 21 \(page 242\)](#) ) and press off as shown. Remove circlip (Pos. ⇒ [Item 17 \(page 242\)](#) ). Then press off sliding sleeve with 1st and 2nd gear synchronizer body as shown ⇒ [page 245](#) .*
- ◆ *When installing new pinions or a new output shaft observe the technical data ⇒ ["4 Technical Data for the Gearbox", page 6](#) and technical instructions ⇒ *Electronic Catalogue of Original Parts* .*
- ◆ *Replace both tapered-roller bearings together.*

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**1 - Nuts for bearing support**

- ☐ 4 pieces
- ☐ 25 Nm + 90° further

**2 - Clutch housing**

**3 - Adjusting washer**

- ☐ for output shaft
- ☐ Setting overview  
⇒ ["3 Setting overview", page 289](#)

**4 - Outer ring/tapered-roller bearing small**

- ☐ removing ⇒ [page 244](#)
- ☐ pressing on  
⇒ [page 244](#)

**5 - Inner ring/tapered-roller bearing small**

- ☐ remove ⇒ [page 245](#)
- ☐ pressing on  
⇒ [page 245](#)

**6 - Output shaft**

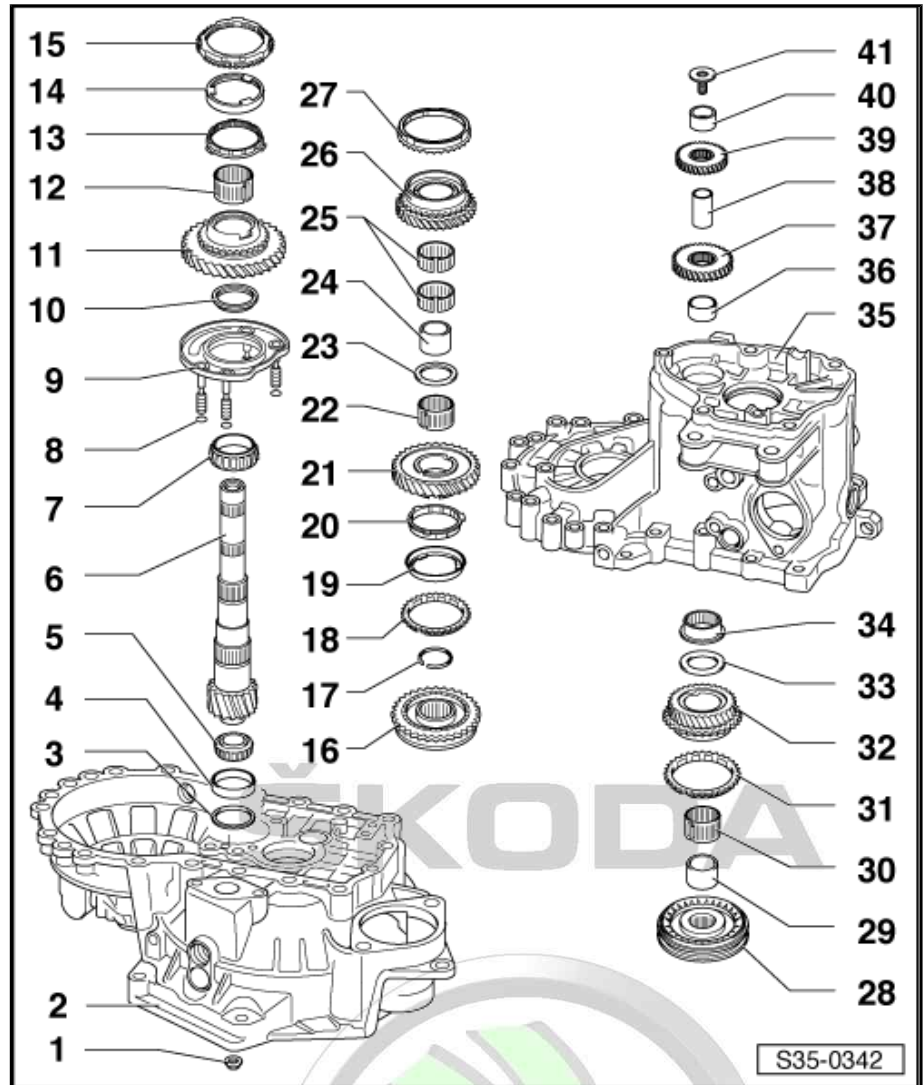
- ☐ adjust  
⇒ ["2.2 Setting output shaft", page 251](#)

**7 - Inner ring/tapered-roller bearing large**

- ☐ remove ⇒ [page 246](#)
- ☐ pressing on  
⇒ [page 246](#)

**8 - Sealing ring**

- ☐ Insert gasket rings (4 pieces) on the bearing



support screws

#### 9 - Bearing support

- ☐ with outer ring/tapered-roller bearing large and with screws
- ☐ Always replace outer ring together with tapered-roller bearing large and bearing support

#### 10 - Thrust washer

- ☐ Heel of thrust washer points to tapered-roller bearing

#### 11 - 1st gear sliding gear

#### 12 - Needle bearing

- ☐ for 1st gear

#### 13 - Synchronizer ring

- ☐ (Inner ring for 1st gear)
- ☐ Fitting position ⇒ [page 246](#)
- ☐ check for wear ⇒ [page 246](#)
- ☐ Check pegs for traces of wear

#### 14 - Outer ring for 1st gear

- ☐ Fitting position ⇒ [page 246](#)
- ☐ check for wear ⇒ [page 247](#)
- ☐ replace if there are any traces of scoring or friction

#### 15 - 1st gear synchronizer ring

- ☐ Fitting position ⇒ [page 246](#)
- ☐ check for wear ⇒ [page 247](#)

#### 16 - Sliding sleeve with 1st and 2nd gear synchronizer body

- ☐ after removing the circlip (Pos. 17) press off with bearing support ⇒ [page 245](#)
- ☐ disassembling ⇒ [page 247](#)
- ☐ Fitting position ⇒ [page 246](#)
- ☐ pressing on ⇒ [page 248](#)

#### 17 - Circlip

#### 18 - 2nd gear synchronizer ring

- ☐ check for wear ⇒ [page 247](#)
- ☐ insert in such a way that the recesses lock into the arresters of the sliding sleeve (Pos. 16)

#### 19 - Outer ring for 2nd gear

- ☐ insert into synchronizer ring (Pos. 18)
- ☐ Fitting position ⇒ [page 248](#)
- ☐ replace if there are any traces of scoring or of friction ⇒ Electronic Catalogue of Original Parts

#### 20 - Synchronizer ring

- ☐ (Inner ring for 2nd gear)
- ☐ check for wear ⇒ [page 247](#)
- ☐ Check pegs for traces of wear
- ☐ Fitting position ⇒ [page 249](#)

#### 21 - 2nd gear sliding gear

- ☐ Fitting position ⇒ [page 249](#)

#### 22 - Needle bearing

- ☐ for 2nd gear

#### 23 - Thrust washer

#### 24 - Bushing for 3rd gear needle bearing

- ☐ press off with 2nd gear sliding gear ⇒ [page 245](#)
- ☐ pressing on ⇒ [page 249](#)

#### 25 - Needle bearing

- ☐ for 3rd gear

#### 26 - 3rd gear sliding gear

#### 27 - 3rd gear synchronizer ring

- ☐ check for wear ⇒ [page 249](#)

#### 28 - Sliding sleeve with 3rd and 4th gear synchronizer body

- ☐ press off together with 2nd gear (Pos. 19) and 3rd gear (Pos. 24) sliding gear
- ☐ disassembling ⇒ [page 250](#)
- ☐ Assemble sliding sleeve/synchronizer body ⇒ [page 250](#)
- ☐ Fitting position sliding sleeve/synchronizer body ⇒ [page 250](#)
- ☐ pressing on ⇒ [page 251](#)

#### 29 - Bushing

- ☐ for needle bearing
- ☐ press off with sliding sleeve and 3rd and 4th gear synchronizer body (Pos. 28)
- ☐ pressing on ⇒ [page 251](#)

#### 30 - Needle bearing

- ☐ for 4th gear

#### 31 - 4th gear synchronizer ring

- ☐ check for wear ⇒ [page 249](#)

#### 32 - 4th gear sliding gear

#### 33 - Thrust washer

#### 34 - Needle bearing

- ☐ for output shaft
- ☐ Removing and installing ⇒ ["7.Repairing gearbox housing and clutch housing", page 206](#)

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#### 35 - Gearbox housing

#### 36 - Bushing

- ☐ for needle bearing
- ☐ pressing off ⇒ [page 245](#)
- ☐ pressing on ⇒ [page 251](#)

#### 37 - 5th gear pinion

- ☐ Summary of components:

- ◆ Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ◆ Superb II  
⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)

#### 38 - Bushing

#### 39 - 6th gear pinion

#### 40 - Inner ring for cylindrical-roller bearing

- ☐ Summary of components:

- ◆ Octavia II, Octavia III  
⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)

- ◆ Superb II
  - ⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
  - ☐ for output shaft
  - ☐ diameter changed as of production date 09.06
  - ☐ identify before removing
  - ☐ do not interchange with inner ring/cylindrical-roller bearing of input shaft
  - ☐ can be replaced separately ⇒ Electronic Catalogue of Original Parts

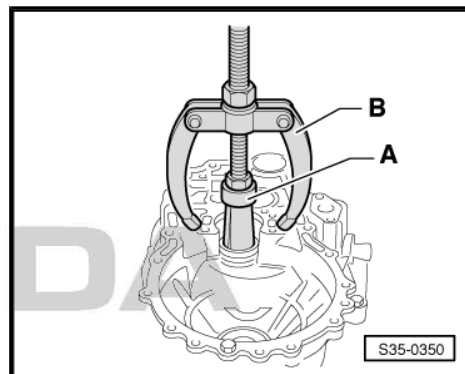
#### 41 - Screw with internal serrations

- ☐ for output shaft
- ☐ Summary of components:
- ◆ Octavia II, Octavia III
  - ⇒ ["6.3 Summary of components - Gearbox housing cover and 5th/6th gear \(Octavia II, Octavia III\)", page 170](#)
- ◆ Superb II
  - ⇒ ["6.4 Summary of components - Gearbox housing cover and 5th/6th gear \(Superb II\)", page 174](#)
  - ☐ Tightening torque:
- ◆ up to production date 08/06: 40 Nm + 180° further
- ◆ as of production date 09/06: 80 Nm + 90° further
  - ☐ self-locking
  - ☐ always replace ⇒ Electronic Catalogue of Original Parts

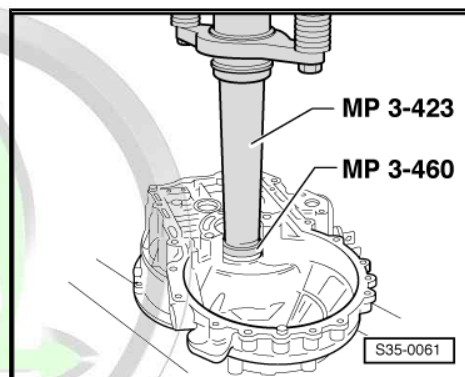
#### Pull off small outer ring/tapered-roller bearing

A - e.g. Interior extractor 37 - 46 mm - Kukko21/6-

B - e.g. Countersupport - Kukko22/2-



#### Pressing on small outer ring/tapered-roller bearing

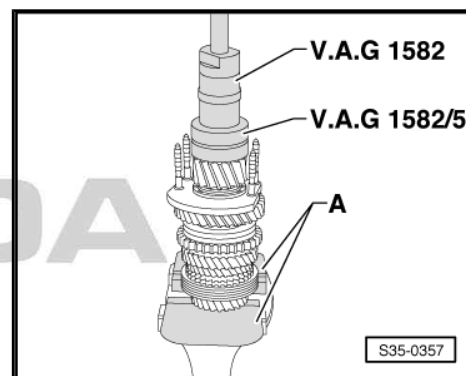




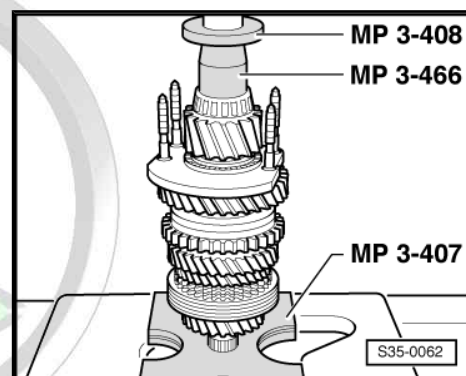
## Extracting small inner ring/tapered-roller bearing

### A - Protective jaws

- Insert the gripper and tighten behind the rollers of the bearing, then turn bearing and tighten the gripper.



## Press on small inner ring/tapered-roller bearing



## Pressing out 3rd and 4th gear synchronizer body/sliding sleeve, 2nd, 3rd and 4th gear sliding gear with bushing for needle bearing output shaft

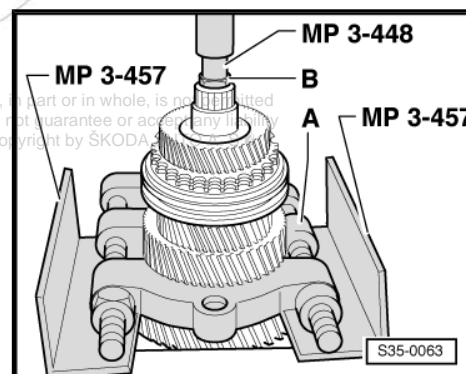
A - e. g. Separating device 12 - 115 mm - Kukko17/2-

B - Screw M10 x 20



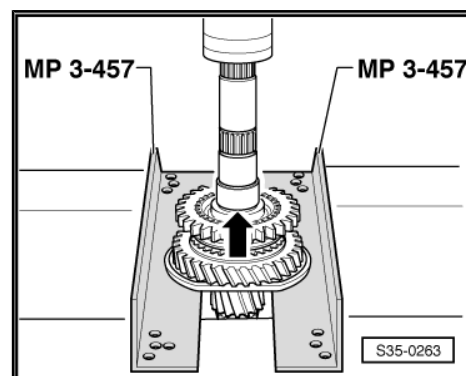
### Note

*Support the separating device in such a way that the 1st and 2nd gear sliding sleeve is not drawn off.*



## Press off sliding sleeve with synchronizer body and bearing support

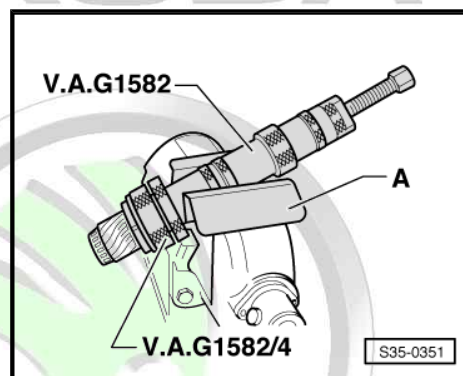
- First remove the circlip -arrow-.



### Pulling off large inner ring/tapered-roller bearing

A - Protective jaws

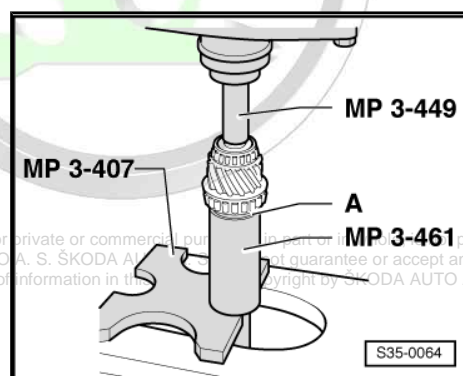
- Before fitting the extractor insert screw M10 x 20 in the output shaft bore.



### Pressing on large inner ring/tapered-roller bearing

A - Thrust washer

- Insert thrust washer before pressing in the inner ring. The shoulder points to the inner ring.



### Fitting position of the 1st gear outer ring

- Position the inner ring -A- on the 1st gear sliding gear. The angled lands -arrow 1- point towards the outer ring -B-.
- Position the outer ring -B-.

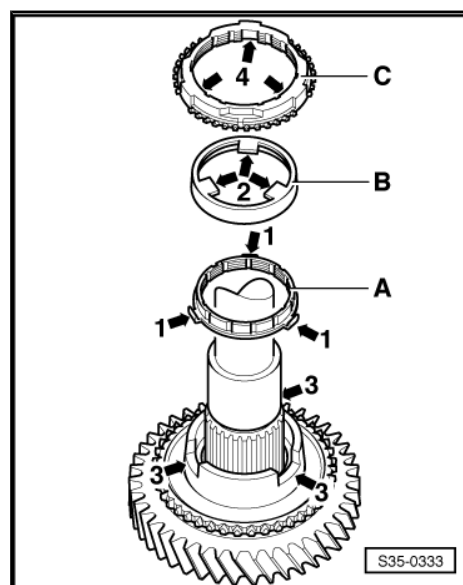
Lock the lands -arrows 2- in the recesses -arrows 3- of the sliding gear.

- Position the synchronizer ring -C-.

Lock the recesses -arrows 4- in the lands -arrows 1- of the inner ring -A-.

### Note

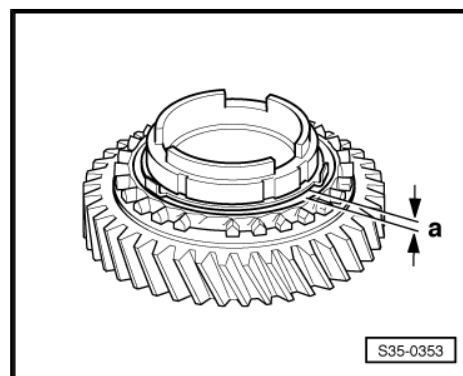
*If these components should not be replaced, make sure that they are assigned again to the original gear.*



### Check 1st and 2nd gear inner ring for wear

- Press the inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

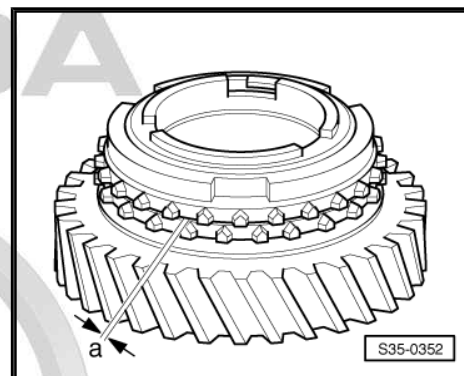
Clearance "a"	Fitting dimension	Wear limit
1. and 2nd gear	0,75 ... 1.25 mm	0.3 mm



### Check 1st and 2nd gear synchronizer ring for wear

- Press the synchronizer ring, outer ring and inner ring on the cone of the sliding gear and measure clearance -a- with a feeler gauge.

Clearance "a"	Fitting dimension	Wear limit
1. and 2nd gear	1,2 ... 1.8 mm	0.5 mm



### Disassembling and assembling the sliding sleeve/1st and 2nd gear synchronizer body

1 - Spring

Assign the spring via the ➤ Electronic Catalogue of Original Parts .

Installation together with arresters, which are hollow inside  
➔ [page 247](#) .

Installation together with arresters, which are not hollow inside  
➔ [page 248](#) .

2 - Sliding sleeve

3 - Synchronizer body

4 - Arresters

Assign the arresters via the ➤ Electronic Catalogue of Original Parts .

The collar on both sides of the synchronizer body is identical in width.

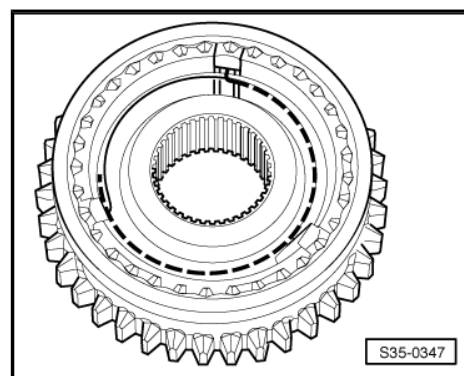
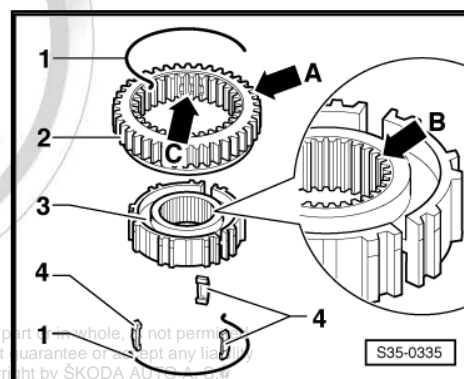
**The collar has a chamfer on one side -arrow B-.**

The chamfer on the collar of the synchronizer body and the outer serration of the sliding sleeve -arrow A- point after assembly in the same direction.

The recesses for the arresters on the synchronizer body and the sliding sleeve -arrow C- must be positioned above one another.

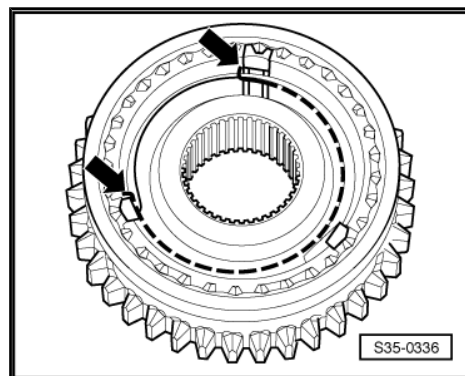
### Assembly of sliding sleeve/1st and 2nd gear synchronizer body together with arresters, which are hollow inside

- The sliding sleeve is drawn over the synchronizer body.
- Insert arresters and mount springs with 120° offset. The angled end of the springs must grip into the hollow arrester.



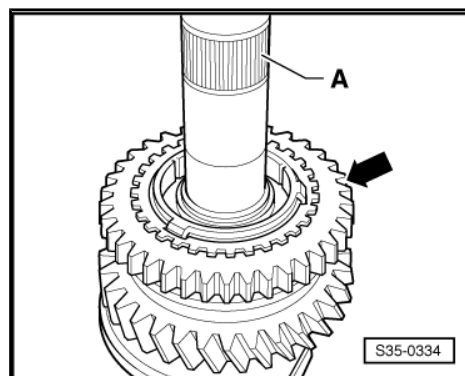
### Assembly of sliding sleeve/1st and 2nd gear synchronizer body together with arresters, which are not hollow inside

- The sliding sleeve is drawn over the synchronizer body.
- Insert arresters and mount springs with 120° offset. The angled ends of the springs must be located before the arresters -arrows-.



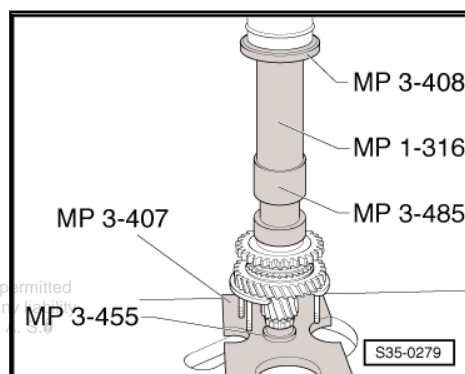
### Fitting position of the 1st and 2nd gear sliding sleeve/synchronizer body

The teeth of the sliding sleeve -arrow- point towards the serration for the 3rd/4th gear synchronizer body -A-.



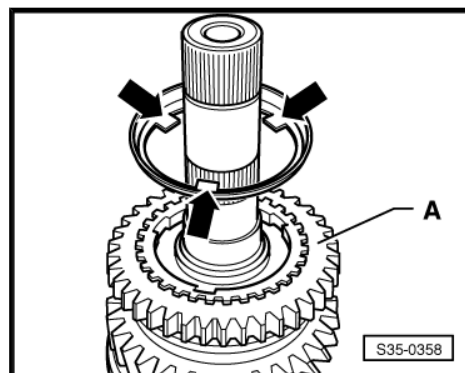
### Press on the sliding sleeve/1st and 2nd gear synchronizer body

Rotate the synchronizer ring in such a way that the slots are flush with the arresters.



### Fitting position of the 2nd gear outer ring

The pegs -arrows- point towards the 1st gear -A-.

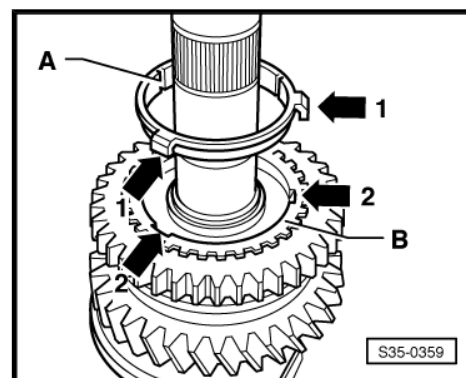


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### Fitting position for synchronizer ring (inner ring for 2nd gear) -A-

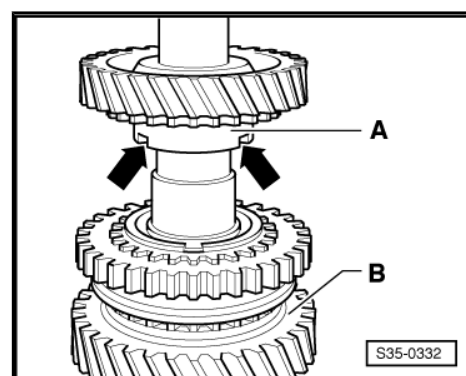
The pegs -arrow 1- lock into the recesses -arrow 2- of the synchronizer ring -B-.

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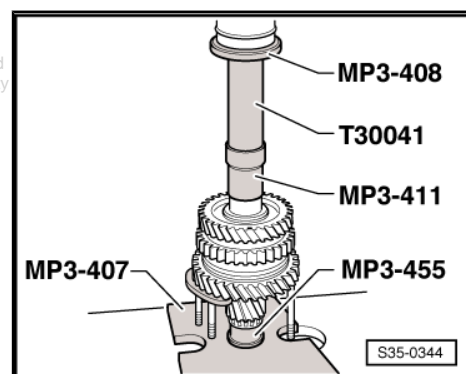
### Fitting position 2nd gear sliding gear

The higher collar -A- points towards the 1st gear -B-. The recesses in the collar -arrows- lock into the pegs of the outer ring (arrows ⇒ [page 248](#) ).



### Pressing on bushing for 3rd gear needle bearing

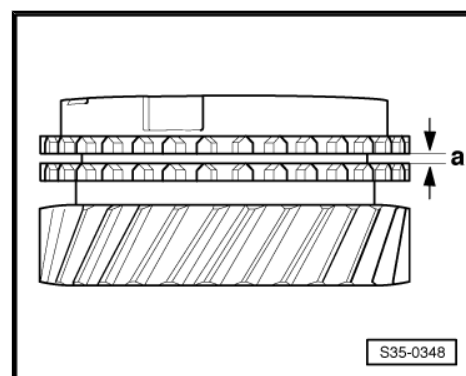
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### Check 3rd and 4th gear synchronizer ring for wear

- Press the synchronizer ring on the cone of the sliding gear and measure clearance "a" with a feeler gauge.

Clearance "a"	Fitting dimension	Wear limit
1. 1st gear	1.0 ... 1.7 mm	0.5 mm
3rd gear	1.0 ... 1.7 mm	
4th gear	1.0 ... 1.7 mm	





## Disassembling and assembling the sliding sleeve/3rd and 4th gear synchronizer body

### 1 - Spring

Assign the spring via the ➔ Electronic Catalogue of Original Parts .

Installation together with arresters, which are hollow inside  
➔ [page 250](#) .

Installation together with arresters, which are not hollow inside  
➔ [page 250](#) .

### 2 - Arresters

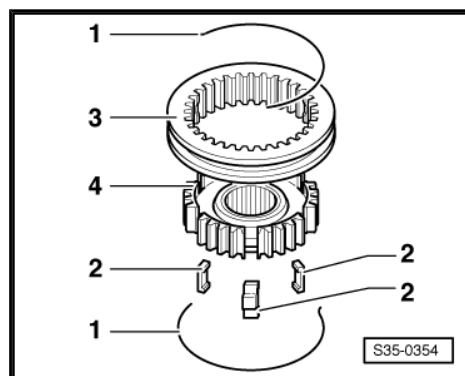
Assign the arresters via the ➔ Electronic Catalogue of Original Parts .

### 3 - Sliding sleeve

### 4 - Synchronizer body

- Slide the sliding sleeve over the synchronizer body.

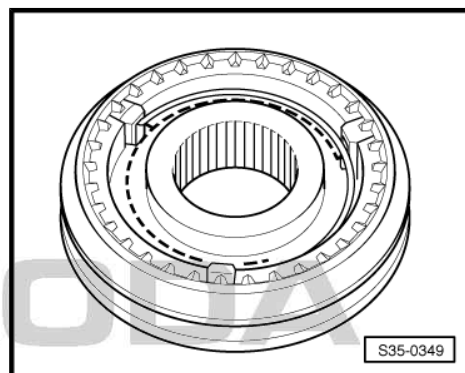
The recesses for the arresters on the synchronizer body and the sliding sleeve must be positioned above one another.



## Assembly of sliding sleeve/3rd and 4th gear synchronizer body together with arresters, which are hollow inside

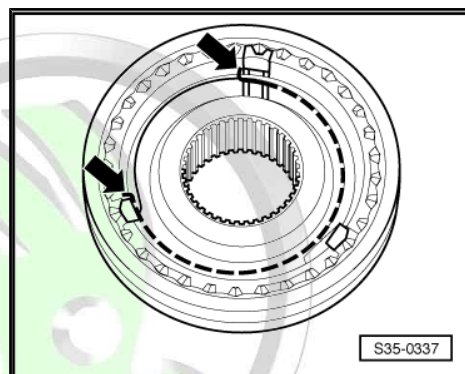
The sliding sleeve is drawn over the synchronizer body.

- Insert arresters and mount springs with 120° offset. The angled end of the springs must grip into the hollow arrester.



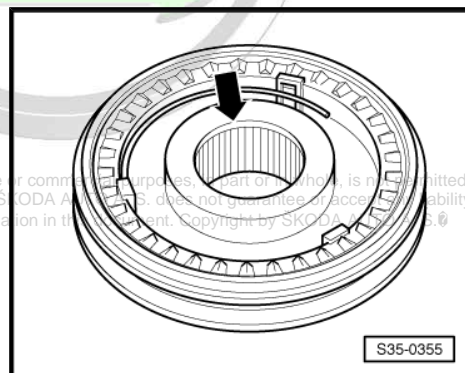
## Assembly of sliding sleeve/3rd and 4th gear synchronizer body together with arresters, which are not hollow inside

- The sliding sleeve is drawn over the synchronizer body.
- Insert arresters and mount springs with 120° offset. The angled ends of the springs must be located before the arresters -arrows-.



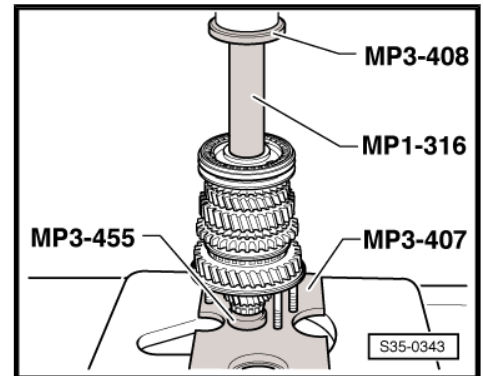
## Fitting position of the sliding sleeve/3rd and 4th gear synchronizer body

Chamfer -arrow- points towards the 4th gear.

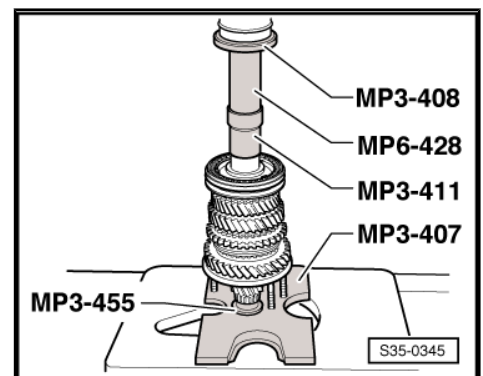


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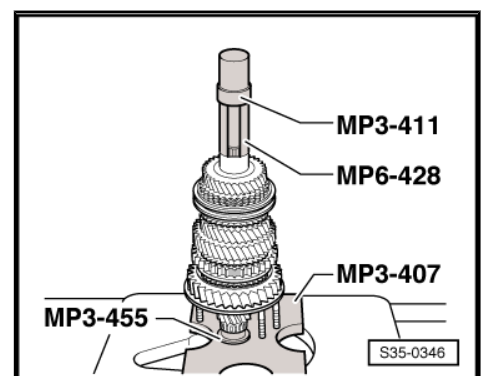
Press on the synchronizer body with the 3rd and 4th gear sliding sleeve



Pressing on bushing for 4th gear needle bearing



Pressing on bushing for needle bearing/output shaft



## 2.2 Setting output shaft

(Determine adjusting washer for output shaft.)

**Special tools and workshop equipment required**

- ◆ Gauge block plate - MP3-405/17-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Pressure washer - MP3-460 (VW 512)-
- ◆ Bolts M8 and M10 - 3114/2-
- ◆ Interior extractor 37 up to 46 mm , e.g. - Kukko 21/6-
- ◆ Puller , e.g. -Kukko 18/0-
- ◆ Countersupport , e.g. -Kukko 22/2-
- ◆ Dial gauge

The output shaft must be re-set when the following components are replaced:



- ◆ Output shaft
- ◆ Clutch housing

or

- ◆ Tapered-roller bearing

Setting overview ➔ [“3 Setting overview”, page 289](#) .

#### Work procedure



#### Note

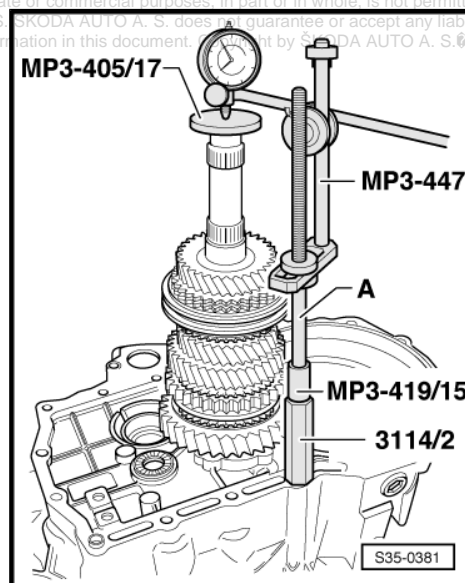
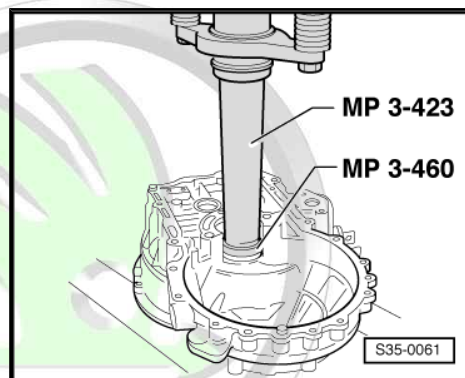
*Sealing surfaces of clutch and gearbox housing must be removed of sealant residues.*

- Press in outer ring/tapered-roller bearing small in the clutch housing with a 0.65 mm thick adjusting washer up to the stop
- Insert output shaft and tighten nuts for the bearing support to tightening torque  
➔ [“2.1 Disassembling and assembling the output shaft”, page 240](#) .
- Turn output shaft 20 to 30 times in one direction.



#### Note

- ◆ *Therefore, it must be turned in one direction so that the rolling elements/tapered-roller bearings settle in one direction.*
- ◆ *This requires 20 to 30 turns.*
- ◆ *Otherwise the alignment result will be distorted.*
- Insert dial gauge (3 mm measuring range) and set to “0” with a 1 mm bias.
- A- Threaded spindle for extractor - Kukko 18/0- .
- Move the output shaft up and down, read off and write down the clearance on the dial gauge. (Example: 0.20 mm).



### 2.2.1 Determine the adjusting washer

The prescribed bearing preload is reached by adding the established measured value (in the example 0.20 mm) to the inserted adjusting washer (0.65 mm) and by adding a constant value (0.10...0.15 mm).

Example:

inserted washer	0.65 mm
-----------------	---------

+ measured value	0.20 mm
+ pressure (const. value)	0.15 mm
Thickness of the adjusting washer	1.00 mm

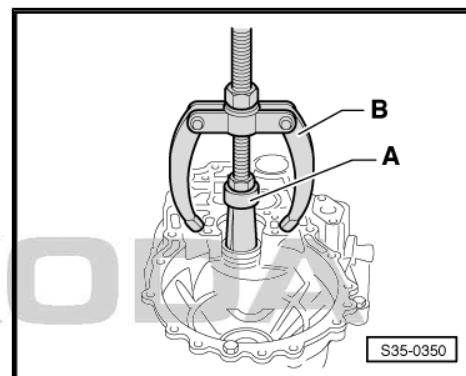
One example of this:

Bearing clearance = (adjusting washer 0.65 mm and the determined measured value)	Thickness of the adjusting washer according to the table
0.85 mm	1.00 mm

– Remove output shaft and pull out small outer ring/tapered-roller bearing.

-A- interior extractor 37...46 mm , e.g. -Kukko 21/6-

-B- countersupport , e.g. -Kukko 22/2-



The following adjusting washers are available:

Adjusting washer table

Bearing clearance = (adjusting washer 0.65 mm and the determined measured value)	Adjusting washer thickness (mm)
0,650	0,750
0,660...0,689	0,800
0,690...0,739	0,850
0,740...0,789	0,900
0,790...0,839	0,950
0,840...0,889	1,000
0,890...0,939	1,050
0,940...0,989	1,100
0,990...1,039	1,150
1,040...1,089	1,200
1,090...1,139	1,250
1,140...1,189	1,300
1,190...1,239	1,350
1,240...1,289	1,400
1,290...1,339	1,450
1,340...1,389	1,500
1,390...1,429	1,550



#### Note

Assign the adjusting washers via the ➔ *Electronic Catalogue of Original Parts* .

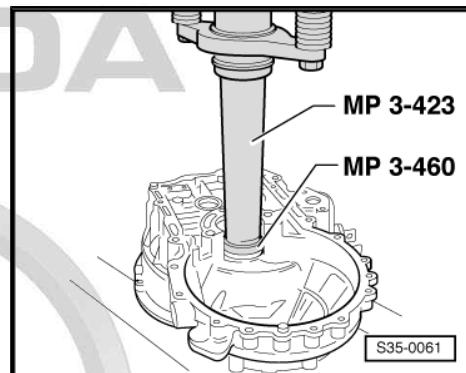
- Insert adjusting washers of the determined thickness, the thickest adjusting washer first.
- If the previous adjusting washer 0.65 mm should be inserted again, it must be checked for damage.



If the measured washer thickness is greater than the one listed in the table, 2 washers corresponding to the measured value may be fitted.

Different tolerances allow to measure the required thickness for each washer very precisely.

- Press in small outer ring/tapered-roller bearing with the determined adjusting washer (in the example 1.00 mm).
- Install output shaft and tighten nuts for the bearing support in the clutch housing to tightening torque  
⇒ [“2.1 Disassembling and assembling the output shaft”, page 240](#).



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### 3 Reverse shaft

⇒ [“3.1 Summary of components - Reverse shaft with sliding gear wheel ➤ 08.10”, page 255](#)

⇒ [“3.2 Summary of components - Reverse shaft with sliding clutch 08.10 ➤”, page 256](#)

⇒ [“3.3 Disassembling and assembling the reverse shaft”, page 256](#)

#### 3.1 Summary of components - Reverse shaft with sliding gear wheel ➤ 08.10

Disassembling and assembling the reverse shaft

⇒ [“3.3 Disassembling and assembling the reverse shaft”, page 256](#) .

##### 1 - Clutch housing

##### 2 - Needle bushing

- ☐ removing ⇒ [page 257](#)
- ☐ pressing on ⇒ [page 257](#)
- ☐ always replace after removing ⇒ Electronic Catalogue of Original Parts

##### 3 - Reverse pinion

##### 4 - Lock washer

- ☐ always replace after removing ⇒ Electronic Catalogue of Original Parts

##### 5 - Reverse gear sliding gear

- ☐ remove circlip before replacing
- ☐ collar points to reverse gear pinion

##### 6 - Reverse shaft

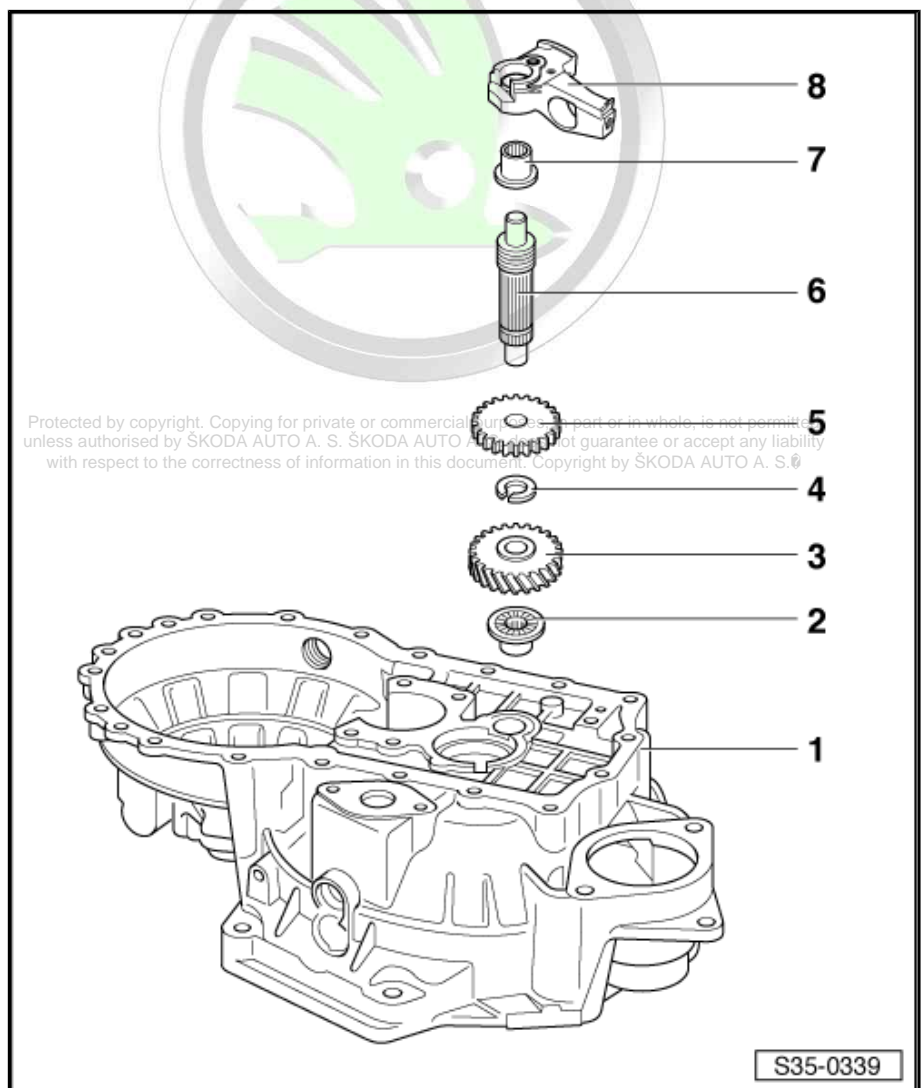
- ☐ Removing and installing ⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#)

##### 7 - Needle bushing

- ☐ pressing off ⇒ [page 258](#)
- ☐ pressing on ⇒ [page 258](#)
- ☐ always replace after removing ⇒ Electronic Catalogue of Original Parts

##### 8 - reverse shaft support

- ☐ Removing and installing ⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#)



## 3.2 Summary of components - Reverse shaft with sliding clutch 08.10 ➤

Disassembling and assembling the reverse shaft

⇒ [“3.3 Disassembling and assembling the reverse shaft”, page 256](#).

### 1 - Clutch housing

### 2 - Needle bushing

- ☐ removing ⇒ [page 257](#)
- ☐ pressing on ⇒ [page 257](#)
- ☐ always replace after removing ⇒ Electronic Catalogue of Original Parts

### 3 - Reverse shaft with gear pinion

### 4 - Sliding clutch of reverse shaft

### 5 - Pressure washer

### 6 - Needle bearing

- ☐ for output gear
- ☐ insert with gear oil

### 7 - Reverse gear sliding gear

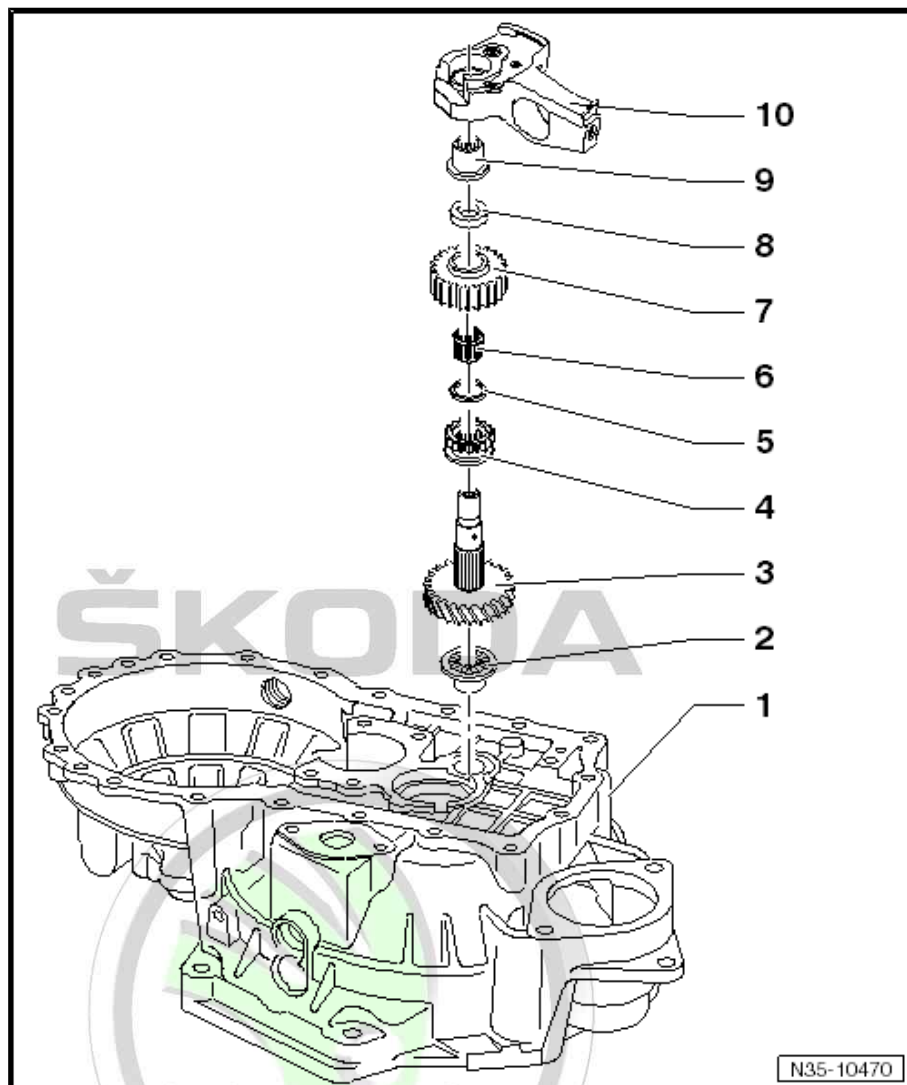
### 8 - Thrust washer

### 9 - Needle bushing

- ☐ pressing off ⇒ [page 258](#)
- ☐ pressing on ⇒ [page 258](#)
- ☐ always replace after removing ⇒ Electronic Catalogue of Original Parts

### 10 - reverse shaft support

- ☐ Removing and installing ⇒ [“6.8 Mounting sequence - completely disassembling and assembling the gearbox”, page 187](#)



## 3.3 Disassembling and assembling the reverse shaft

### Special tools and workshop equipment required

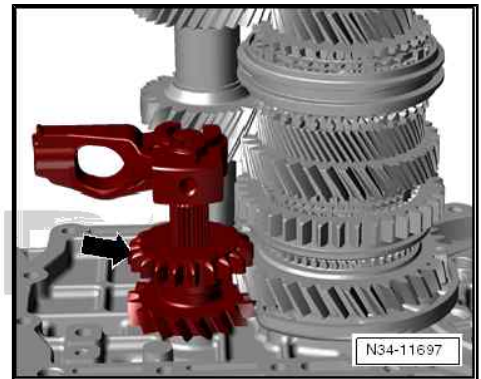
- ◆ Thrust piece - MP3-411 (VW 454)-
- ◆ Pressure washer - MP3-455 (VW 447H)-
- ◆ Pressure spindle - MP6-405 (VW 411)-
- ◆ Centering mandrel - MP3-463 (12-551)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure spindle - MP3-448 (VW 408A)-

- ◆ Interior extractor 14.5 through 18.5 mm - Kukko 21/2-
- ◆ Countersupport - Kukko 22/1-

### Reverse shaft with sliding gear wheel -arrow- ➤ 08.10

Summary of components

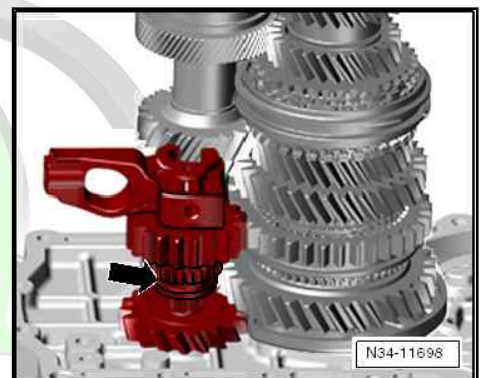
⇒ [“3.1 Summary of components - Reverse shaft with sliding gear wheel ➤ 08.10”, page 255](#) .



### Reverse shaft with sliding clutch -arrow- 08.10 ➤

Summary of components

⇒ [“3.2 Summary of components - Reverse shaft with sliding clutch 08.10 ➤”, page 256](#) .



### Removing needle bushing from clutch housing

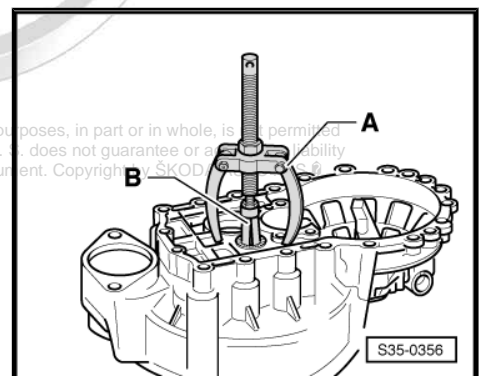
A - Countersupport , e.g. -Kukko 22/1-

B - Interior extractor 14.5 up to 18.5 mm , e.g. -Kukko 21/2-

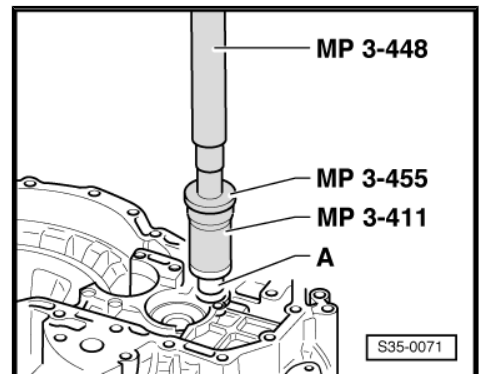


#### Note

*The needle bushing is damaged when removed and must be replaced ⇒ Electronic Catalogue of Original Parts .*

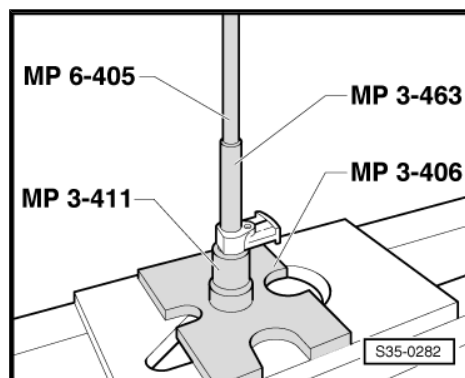


### Pressing in needle bushing -A- in the clutch housing

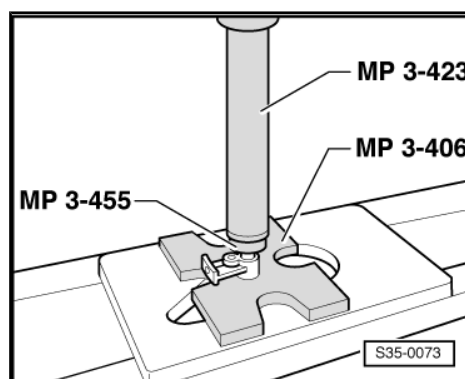




### Pressing out needle bushing from the reverse shaft support



### Pressing the needle bushing in the reverse shaft support



# ŠKODA



## 39 – Final drive - differential

### 1 Replacing gasket rings for flange shafts with gearbox installed

⇒ "1.1 Replacing the left flange shaft gasket ring (front-wheel drive)", page 259

⇒ "1.2 Difference between the gasket rings with right flange (front-wheel drive)", page 261

⇒ "1.3 Replace gasket ring in separated version for right flange shaft (front-wheel drive)", page 261

⇒ "1.4 Replace gasket ring in single version together with bushing for right flange shaft (front-wheel drive)", page 262

⇒ "1.5 Replacing the left flange shaft gasket ring (four-wheel drive)", page 264

⇒ "1.6 Replacing the right flange shaft gasket ring (four-wheel drive)", page 266

⇒ "1.7 Replacing gasket rings between angle gearbox and manual gearbox (four-wheel drive)", page 266

⇒ "1.8 Replacing the needle bearing and right flange shaft gasket ring (four-wheel drive)", page 267

⇒ "1.9 Replacing the angle gearbox output flange gasket ring (four-wheel drive)", page 270

#### 1.1 Replacing the left flange shaft gasket ring (front-wheel drive)

##### Special tools and workshop equipment required

- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust piece - T10160-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

##### 1.1.1 Removing

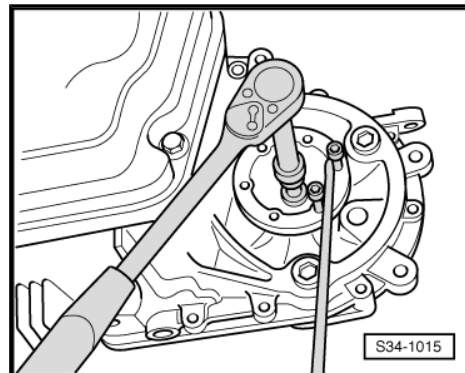
- Remove front left wheel ⇒ Chassis; Rep. gr. 44 and raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the wheelhouse liner from the left wheelhouse ⇒ Body Work; Rep. gr. 66 .
- Turn steering to full left lock.
- Unscrew drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.

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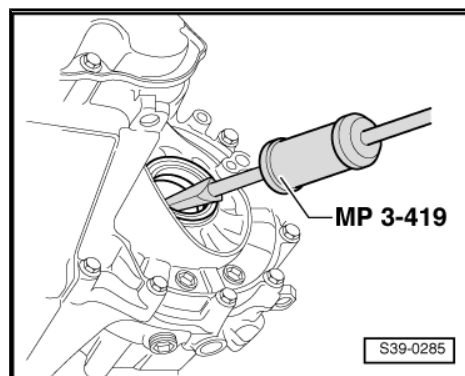




- Unscrew the fixing screw for the flange shaft; to do this, insert two screws in the flange and hold the shaft using a tyre iron.
- Remove the flange shaft with pressure spring.

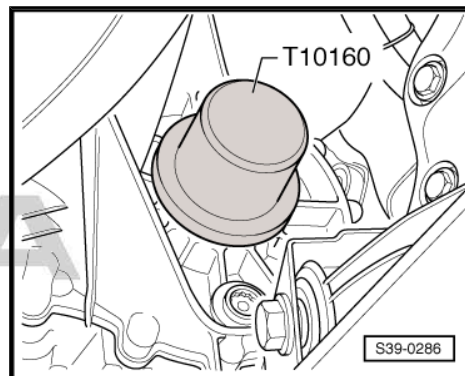


- Pull out seal ring for flange shaft with Multi-purpose tool - MP3-419 (VW 771)- .



## 1.1.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Install drive shaft on gearbox ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [“4 Check gear oil level”, page 159](#) .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install wheel ⇒ Chassis; Rep. gr. 44 .



### Tightening torque

Flange shaft on gearbox (conical screw)	⇒ <a href="#">“6.5 Summary of components - Gearbox housing and gearshift mechanism”, page 176</a>
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## 1.2 Difference between the gasket rings with right flange (front-wheel drive)

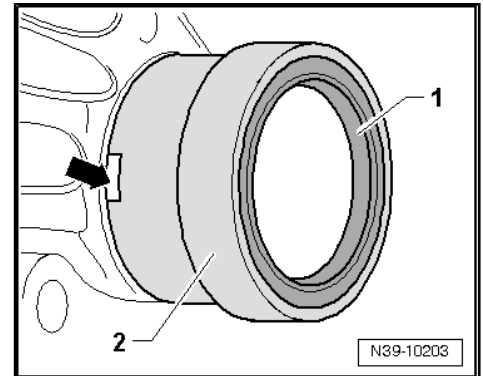
Gasket ring -1- with right flange is located in the bushing -2- and is available in different versions.

Sealing ring -1- and sleeve -2- in split version

⇒ "1.3 Replace gasket ring in separated version for right flange shaft (front-wheel drive)", page 261 : The sleeve has notches -arrow- around its periphery.

Sealing ring -1- and sleeve -2- in one-piece version

⇒ "1.4 Replace gasket ring in single version together with bushing for right flange shaft (front-wheel drive)", page 262 : The sleeve does not have any notches around its periphery.



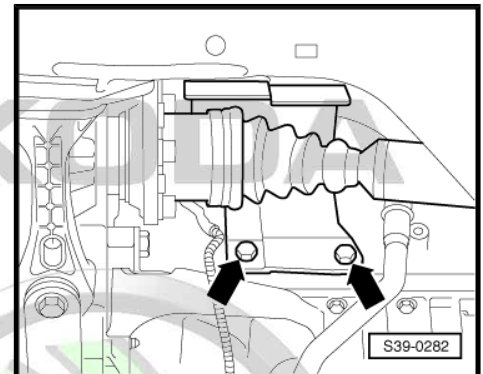
## 1.3 Replace gasket ring in separated version for right flange shaft (front-wheel drive)

Special tools and workshop equipment required

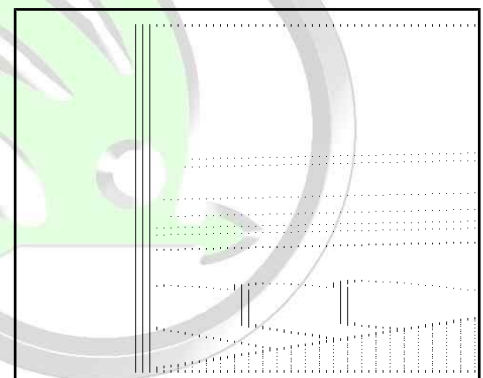
- ◆ Assembly device - MP6-414 (3253)-
- ◆ Thrust piece - T10160-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

### 1.3.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Turn steering to full right lock.
- If applicable remove cap for drive shaft from the engine.
- Unscrew drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox and the engine.



- Unscrew the fixing screw for the flange shaft; to do this, insert two screws in the flange and hold the shaft using a tyre iron.
- Remove the flange shaft with pressure spring.

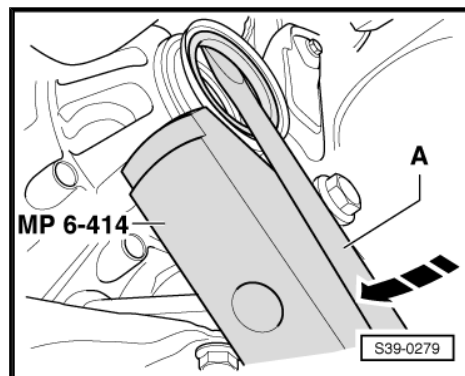


- Lever out gasket ring using a screwdriver -A-, to do so support the screwdriver on a suitable base (e. g. assembly device - MP6-414 (3253)- )



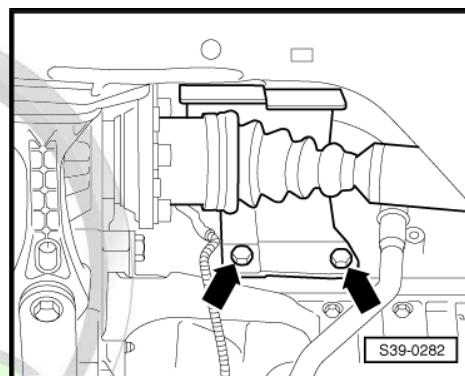
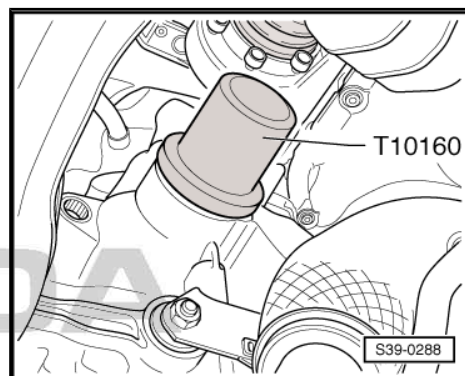
#### Note

- ♦ Do not damage the bushing as this will cause leaks.
- ♦ replace bushing if damaged  
⇒ [“7.1 Front-wheel-drive”, page 206](#) .



### 1.3.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .
- If necessary screw on cap for drive shaft.
- Check gear oil level ⇒ [“4 Check gear oil level”, page 159](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



#### Tightening torque

Flange shaft on gearbox (conical screw)	⇒ <a href="#">“6.6.1 Front-wheel-drive”, page 178</a>
Protective cap drive shaft on engine	⇒ <a href="#">“2.3.1 Tightening torques”, page 145</a>

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### 1.4 Replace gasket ring in single version together with bushing for right flange shaft (front-wheel drive)

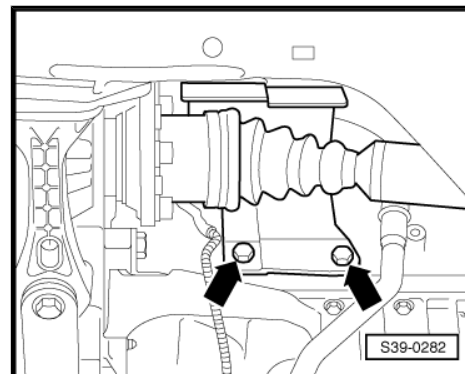
#### Special tools and workshop equipment required

- ♦ Inertia extractor - MP9-501-
- ♦ Gasket ring extractor - MP3-419/37-
- ♦ Assembly device - MP3-434 (3066)-
- ♦ Thrust piece - T10148-
- ♦ Catch pan

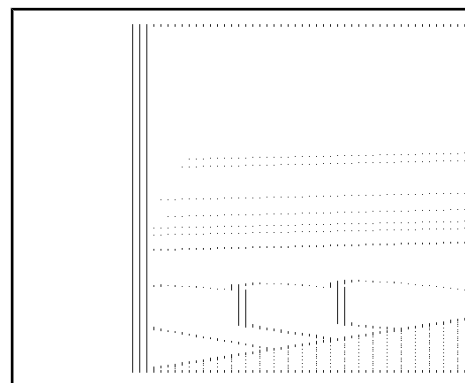
◆ Sealing grease - G 052 128 A1-

### 1.4.1 Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Turn steering to full right lock.
- If applicable remove cap for drive shaft from the engine.
- Unscrew drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox and the engine.



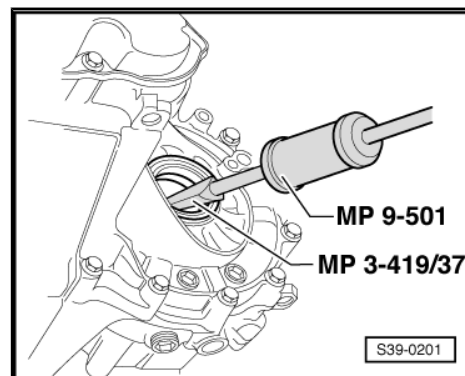
- Unscrew the fixing screw for the flange shaft; to do this, insert two screws in the flange and hold the shaft using a tyre iron.
- Remove the flange shaft with pressure spring.



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- Remove bushing together with gasket ring for flange shaft with inertia extractor - MP 9-501- and attachment - MP 3-419/37- .

The inner diameter of the bushing has a small shoulder.



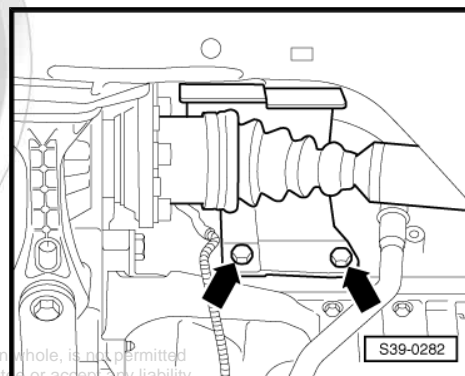
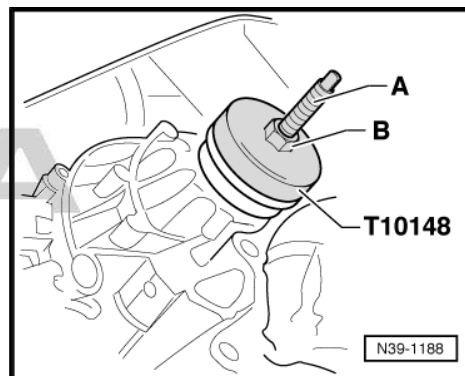
## 1.4.2 Install

- Pressing on together bushing and gasket ring.

A - Screw threaded rod from assembly device - MP3-434 (3066)- into the threaded part of the differential gear.

B - Nut M12 with washer

- By turning the nut -B- install the bushing over the pressure plate - T10148- up to the stop.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .
- If necessary screw on cap for drive shaft.
- Check gear oil level ⇒ [“4 Check gear oil level”, page 159](#) .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .



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### Tightening torque

Flange shaft on gearbox (conical screw)	⇒ <a href="#">“6.6.1 Front-wheel-drive”, page 178</a>
Protective cap of drive shaft on engine (Octavia II)	⇒ <a href="#">“2.3.1 Tightening torques”, page 145</a>
Protective cap of drive shaft on engine (Octavia III)	⇒ <a href="#">“2.4.1 Tightening torques”, page 147</a>
Protective cap of drive shaft on engine (Superb II)	⇒ <a href="#">“2.5.1 Tightening torques”, page 149</a>

## 1.5 Replacing the left flange shaft gasket ring (four-wheel drive)

### Special tools and workshop equipment required

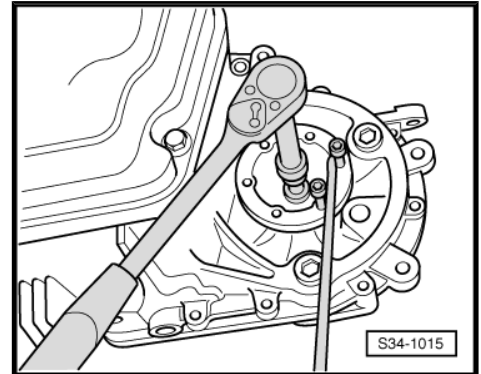
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Thrust piece - T10160-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

### 1.5.1 Removing

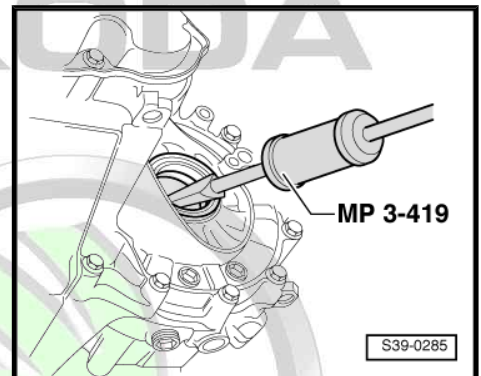
- Remove front left wheel ⇒ Chassis; Rep. gr. 44 and raise vehicle.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .



- Remove the wheelhouse liner from the left wheelhouse ⇒ Body Work; Rep. gr. 66 .
- Turn steering to full left lock.
- Unscrew drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation.
- Position the catch pan under the gearbox.
- Unscrew the fixing screw for the flange shaft; to do this, insert two screws in the flange and hold the shaft using a tyre iron.
- Remove the flange shaft with pressure spring.

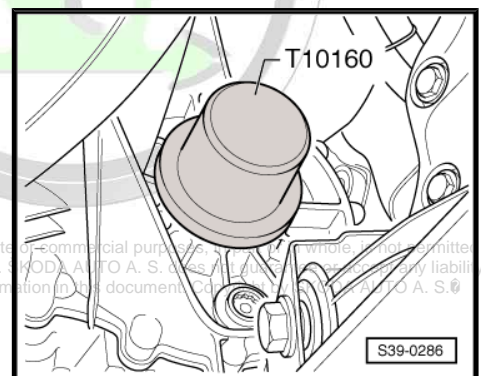


- Pull out seal ring for flange shaft with Multi-purpose tool - MP3-419- .



## 1.5.2 Install

- Drive the new seal ring in up to the stop, do not twist the seal ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Insert the flange shaft.
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Install drive shafts on gearbox ⇒ Chassis; Rep. gr. 40 .
- Check gear oil level ⇒ [“4 Check gear oil level”, page 159](#) .
- Install the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- Install the noise insulation ⇒ Body Work; Rep. gr. 50 .
- Install wheel ⇒ Chassis; Rep. gr. 44 .



## Tightening torque

Flange shaft on gearbox (conical screw)	⇒ <a href="#">“6.5 Summary of components - Gearbox housing and gearshift mechanism”, page 176</a>
---	---

## 1.6 Replacing the right flange shaft gasket ring (four-wheel drive)

### Special tools and workshop equipment required

- ◆ Thrust piece - T10049-
- ◆ Ejection lever - MP3-418 (VW 681)-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-



### Note

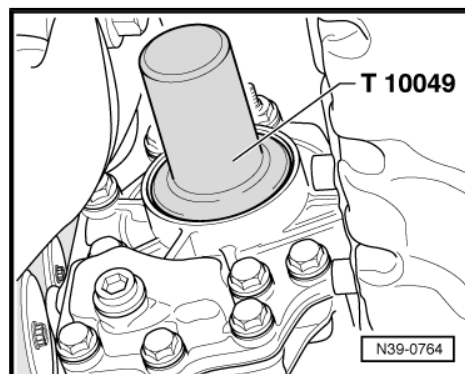
*The gasket ring for the right flange shaft (four-wheel drive) can also be replaced on an installed gearbox.*

### 1.6.1 Removing

- Remove right flange shaft ⇒ [“2.3.1 Removing”, page 279](#) .
- Take out old gasket ring with ejection lever - MP3-418- .

### 1.6.2 Install

- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with pressure plate - T10049- up to the stop, do not twist the gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Mount the right flange shaft ⇒ [“2.3.2 Install”, page 280](#) .
- Inspecting oil level in the angle gearbox  
⇒ [“5.1 Checking oil level in angle gearbox \(Octavia II\)”, page 162](#) .



## 1.7 Replacing gasket rings between angle gearbox and manual gearbox (four-wheel drive)

### Special tools and workshop equipment required

- ◆ Extractor tool - T20143-
- ◆ Thrust piece - T10243-
- ◆ Thrust piece - T10298-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-

### 1.7.1 Replace gasket ring at angle gearbox

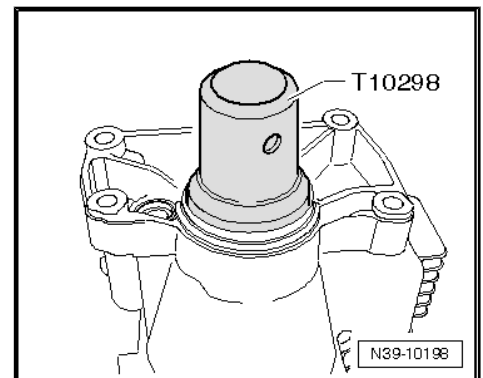
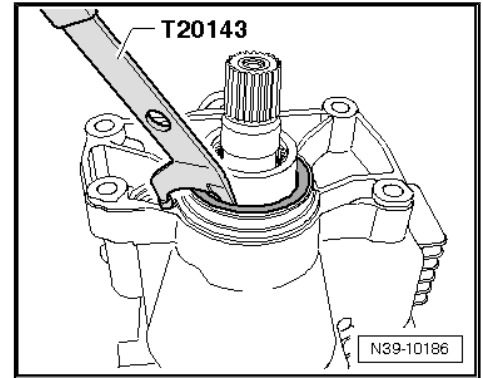
#### Removing

- Remove angle gearbox ⇒ [“3.1 Removing”, page 151](#) .
- Position the catch pan under the gearbox and the engine.

- Pull out gasket ring for angle gearbox with extractor tool - T20143- .

#### Install

- Lightly oil new gasket ring at outer surface.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Drive in the new gasket ring with thrust piece - T10298- up to the stop, do not twist the new gasket ring.
- Install angle gearbox ⇒ [“3.2 Install”, page 156](#) .
- Inspecting oil level in the angle gearbox  
⇒ [“5.1 Checking oil level in angle gearbox \(Octavia II\)”, page 162](#) .



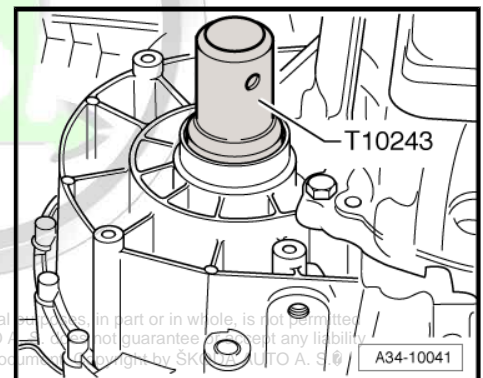
## 1.7.2 Replace gasket ring at manual gearbox

#### Removing

- Remove angle gearbox ⇒ [“3.1 Removing”, page 151](#) .
- Position the catch pan under the gearbox and the engine.
- Pull out gasket ring for manual gearbox with extractor tool - T20143- .

#### Install

- Lightly oil new gasket ring at outer surface.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .
- Drive in the new gasket ring with thrust piece - T10243- up to the stop, do not twist the new gasket ring.
- Install angle gearbox ⇒ [“3.2 Install”, page 156](#) .
- Check gear oil level ⇒ [“4 Check gear oil level”, page 159](#) .



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## 1.8 Replacing the needle bearing and right flange shaft gasket ring (four-wheel drive)

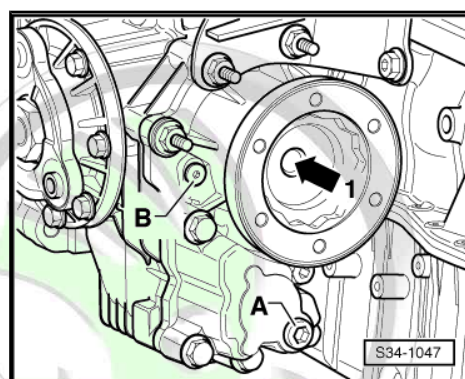
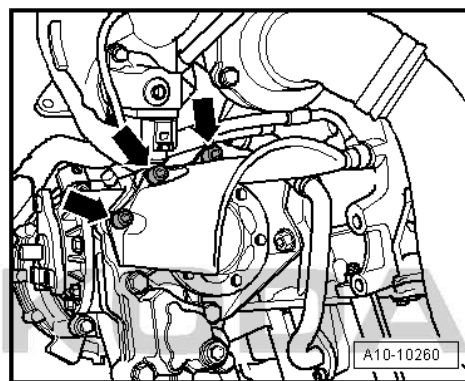
#### Special tools and workshop equipment required

- ◆ Socket insert - T10107A-

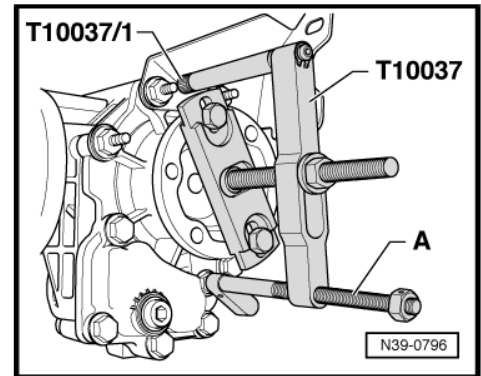
- ◆ Extractor - T10037-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-423 (VW 407)-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Assembly device - MP6-414 (3253)-
- ◆ Assembly device - T10047-
- ◆ Catch pan

### 1.8.1 Removing

- Loosen the front right wheel bolts.
- Raise vehicle.
- Detach the right front wheel ⇒ Chassis; Rep. gr. 44 .
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50 .
- Remove the front right wheelhouse liner ⇒ Body Work; Rep. gr. 66 .
- If applicable remove cap for drive shaft -arrows-.
- Remove drive shaft from right flange shaft and tie up as far as possible, do not damage the surface protection ⇒ Chassis; Rep. gr. 40 .
- Position the catch pan under the gearbox and the engine.
- Remove the right flange shaft bolt -arrow 1- using the socket insert - T10107A- .

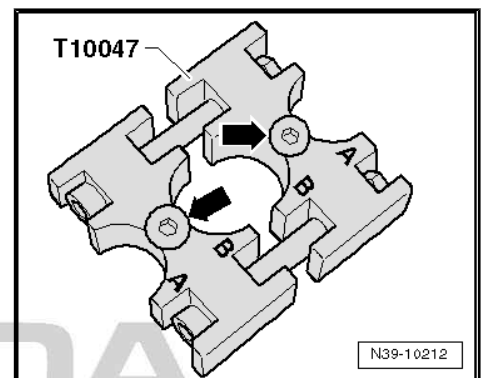


- Screw extractor - T10037- onto right flange shaft.
- Insert thrust piece - MP3-410- between gearbox support and notch nut -T10037/1- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.

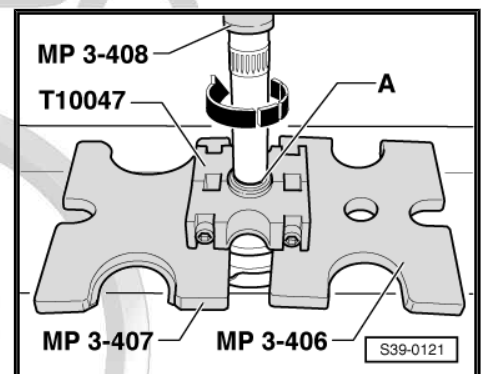


Install assembly device - T10047- as described further on:

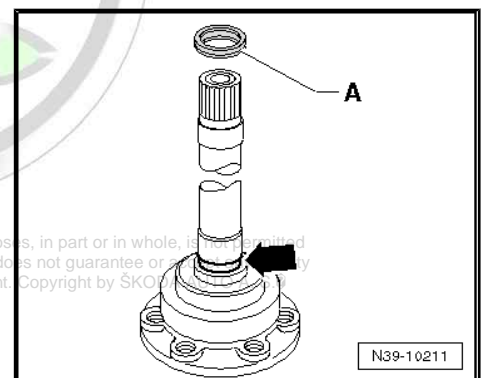
- Assemble both parts of the assembly device, so that the markings -B- point towards each other.
- The shoulders -arrows- must be under the bearing.
- Screw together both halves up to the stop.



- Remove circlip -A- of bearing.
- In order to avoid damaging the contact surface of the bearing on the shaft, turn the shaft during the pressing procedure -arrow-.



- Remove gasket ring -A- from the slot -arrow-.



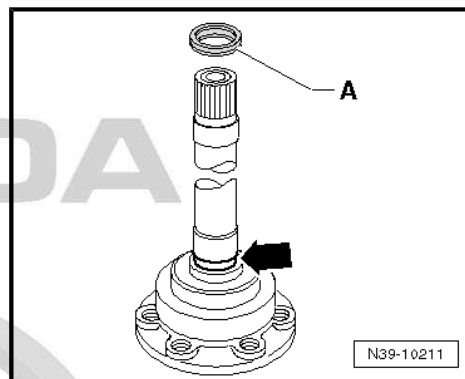
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## 1.8.2 Install

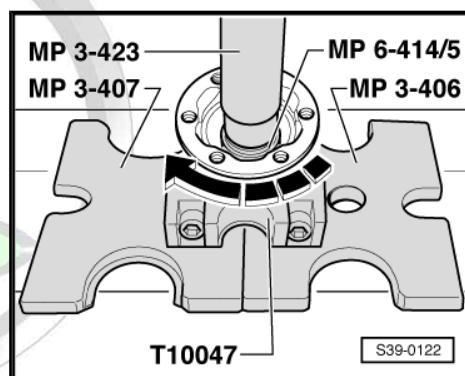
- The installation occurs in reverse order, while paying attention to the following.



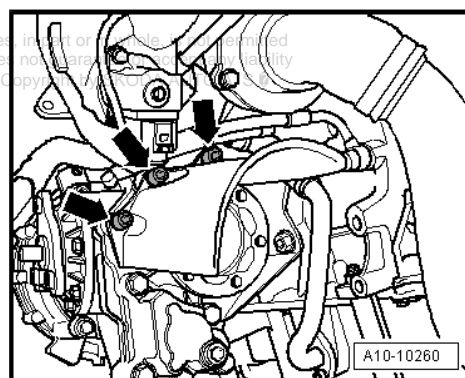
- Moisten gasket ring -A- with gear oil.
- Insert gasket ring -A- into the slot -arrow-.
- Install assembly device - T10047- ➔ [page 269](#) .



- In order to avoid damaging the contact surface of the bearing on the shaft, turn the shaft during the pressing procedure -arrow-.
- Secure bearing with new circlip ➔ Electronic Catalogue of Original Parts .
- Carefully drive on flange shaft (slowly turn flange shaft).
- Secure the flange shaft with the conical screw and tighten with tightening torque.
- Bolt drive shaft to flange shaft ➔ Chassis; Rep. gr. 40 .



- Install cap for drive shaft -arrows-, if it was removed.
- Inspecting oil level in the angle gearbox ➔ ["5.1 Checking oil level in angle gearbox \(Octavia II\)", page 162](#) .
- Install the front right wheelhouse liner ➔ Body Work; Rep. gr. 66 .
- Install the noise insulation ➔ Body Work; Rep. gr. 50 .
- Attach the right front wheel ➔ Chassis; Rep. gr. 44 .



## Tightening torque

Flange shaft on gearbox (conical screw)	➔ <a href="#">"6.6.2 Four-wheel drive (Octavia II)", page 180</a>
Protective cap drive shaft on angle gearbox	➔ <a href="#">"3.2.1 Tightening torques", page 157</a>

## 1.9 Replacing the angle gearbox output flange gasket ring (four-wheel drive)

### Special tools and workshop equipment required

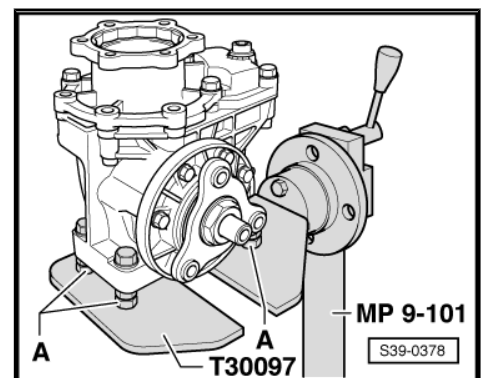
- ◆ Assembly stand - MP9-101-
- ◆ Gearbox mount - T30097-
- ◆ Support - T30097/1-
- ◆ Three armed extractor , e.g. -Kukko45-2-
- ◆ Two-arm extractor with hook 100 mm , e.g. -Kukko 20/10-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Pipe section - MP3-414 (VW 516)-

- ◆ Thrust piece - T10049-
- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Insertion tool - V.A.G 1582/13-
- ◆ Multi-purpose tool - MP3-419 (VW 771)-
- ◆ Catch pan
- ◆ Sealing grease - G 052 128 A1-
- ◆ Locking agent - D 000 600- ⇒ Electronic Catalogue of Original Parts

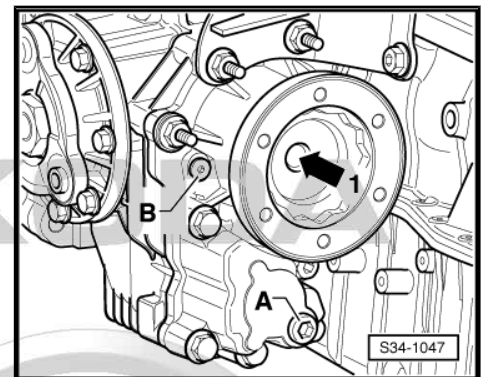
The gasket ring for the angle gearbox output flange can only be replaced with the angle gearbox removed.

### 1.9.1 Removing

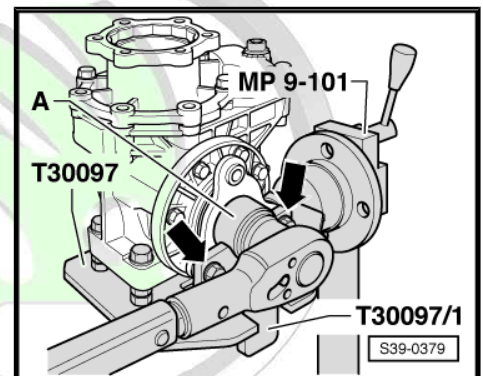
- Remove angle gearbox ⇒ ["3.1 Removing", page 151](#)
- Screw angle gearbox on gearbox mount - T30097- .  
A - Place nut M12 x 10 (8 pieces) between angle gearbox and gearbox mount - T30097- .
- Position the catch pan under the angle gearbox.



- Remove oil drain plug -A- from angle gearbox.
- Drain oil out of angle gearbox.
- Install oil drain plug -A- and tighten to tightening torque.



- Lock the output flange for angle gearbox with bracket - T30097/1- and two screws M10 x 30 -arrows-.
- Unscrew nut for output flange (always replace nut ⇒ Electronic Catalogue of Original Parts ).  
A - socket wrench insert SW 36



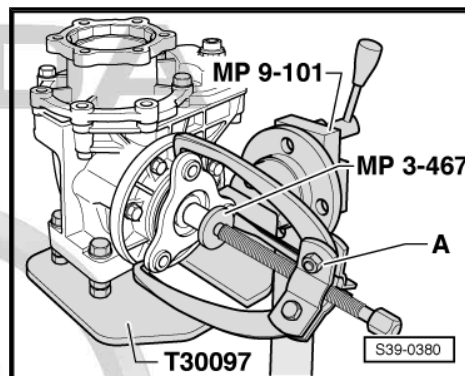
- Detach output flange with three armed extractor -A- and thrust plate - MP3-467- .

A - Three armed extractor, e.g. -Kukko 45/2-



**Note**

*When pulling off the output flange the inner ring/tapered-roller bearing remains on the output flange and must be removed from it.*

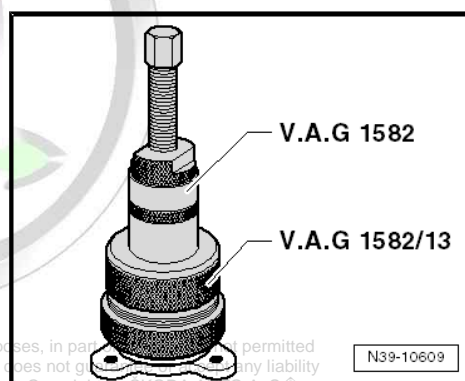


- Remove inner ring/tapered-roller bearing with tapered-roller bearing extractor - V.A.G 1582- and gripper - V.A.G 1582/13- from output flange.



**Note**

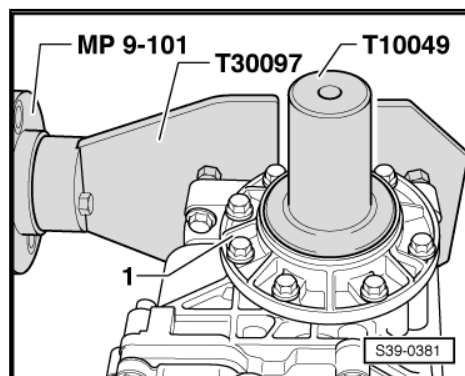
*Depending on the design of the taper roller bearing, adapter - V.A.G 1582/6- or adapter - V.A.G 1582/6A- can be used as required.*



- Pull out seal ring for angle gearbox output flange with Multi-purpose tool - MP3-419- .

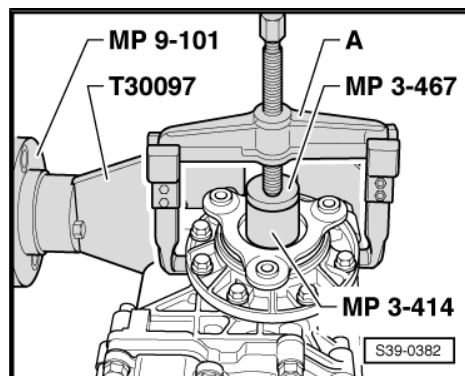
## 1.9.2 Install

- Swivel angle gearbox in such a way that the cover -1- points upwards.
- Place inner ring/tapered-roller bearing in the angle gearbox.
- Lightly oil new gasket ring at outer surface.
- Drive in the new gasket ring with thrust piece - T10049- up to the stop, do not twist the new gasket ring.
- Fill half the space between the sealing lip and dust lip with sealing grease - G 052 128 A1- .

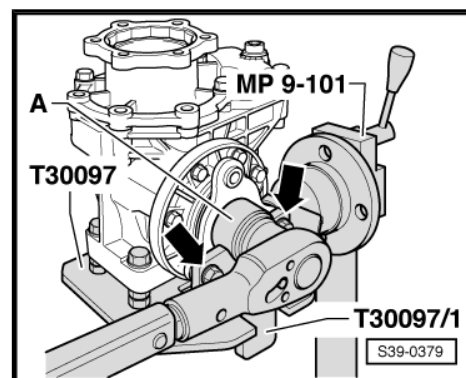


- Insert output flange with two-arm extractor -A-, pipe - MP3-414- and thrust plate - MP3-467- , while doing so position the extraction hooks of the extractor on the bottom side of the housing.

A - Two armed extractor with 100 mm hook - z. B. Kukko 20/10-



- Insert new hexagon nut with locking agent - D 000 600- and tighten to the prescribed tightening torque.  
A - socket wrench insert SW 36
- Install angle gearbox ➤ [“3.2 Install”, page 156](#) .
- After installing, check the oil level in the angle gearbox and top up with oil  
➤ [“5 Inspecting gear oil in the angle gearbox”, page 162](#) .



Tightening torques	Nm
Drain screw	60
Nut for output flange <sup>1</sup>	480

<sup>1)</sup> Always replace nut ➤ Electronic Catalogue of Original Parts .

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## 2 Differential gear

⇒ "2.1 Front-wheel-drive", page 274

⇒ "2.2 Four-wheel drive (Octavia II)", page 276

⇒ "2.3 Removing and installing gasket ring for right flange shaft (four-wheel drive)", page 279

⇒ "2.4 Disassembling and assembling differential gear", page 281

⇒ "2.5 Adjusting the differential gear", page 285

### 2.1 Front-wheel-drive



#### Note

- ◆ Before installing heat the inner ring of the tapered-roller bearing to 100°C.
- ◆ Replace both tapered-roller bearings together.
- ◆ When replacing the tapered-roller bearing of the differential gear housing, gearbox housing and clutch housing adjust the differential.

#### 1 - Gearbox housing

#### 2 - Adjusting washer

- ☐ for differential gear
- ☐ Determine thickness  
⇒ "2.5.1 Determine the adjusting washer", page 286

#### 3 - Outer ring/tapered-roller bearing

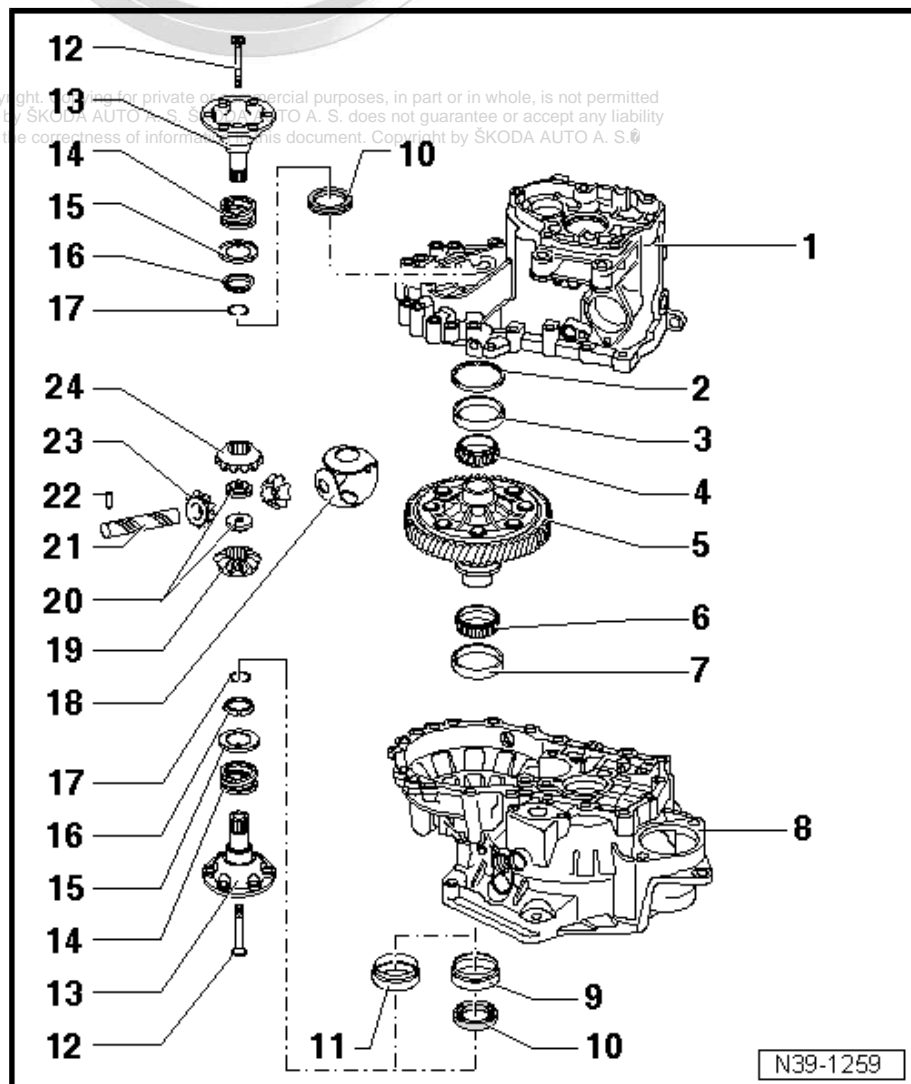
- ☐ removing ⇒ page 282
- ☐ installing ⇒ page 282

#### 4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ page 282
- ☐ pressing on  
⇒ page 282

#### 5 - Differential gear housing

- ☐ with gear pinion for final drive
- ☐ Differential gear housing adapted to stop disc compound
- ☐ The hole of the tensioning sleeve is adapted to the length of the tensioning sleeve  
⇒ page 283
- ☐ assign according to the  
⇒ Electronic catalogue





of original parts .

#### 6 - Inner ring/tapered-roller bearing

- ☐ remove ➔ [page 282](#)
- ☐ pressing on ➔ [page 282](#)

#### 7 - Outer ring/tapered-roller bearing

- ☐ pressing out ➔ [page 281](#)
- ☐ installing ➔ [page 281](#)

#### 8 - Clutch housing

#### 9 - Bushing (Octavia II)

- ☐ for support of gasket ring Pos. 10
- ☐ Renew. ➔ ["7.1 Front-wheel-drive", page 206](#) .

#### 10 - Gasket ring (Octavia II)

- ☐ left - replace with installed gearbox  
➔ ["1.1 Replacing the left flange shaft gasket ring \(front-wheel drive\)", page 259](#)
- ☐ right - replace with installed gearbox  
➔ ["1.3 Replace gasket ring in separated version for right flange shaft \(front-wheel drive\)", page 261](#)

#### 11 - Gasket ring and bushing as one component (Octavia II, Octavia III and Superb II)

- ☐ replace gasket ring and bushing together in the event of damage to the gasket ring  
➔ ["1.4 Replace gasket ring in single version together with bushing for right flange shaft \(front-wheel drive\)", page 262](#)
- ☐ Renew.  
➔ ["1.4 Replace gasket ring in single version together with bushing for right flange shaft \(front-wheel drive\)", page 262](#) .

#### 12 - Screw

- ☐ screw into threaded piece Pos. 20
- ☐ 25 Nm

#### 13 - Flange shaft

- ☐ left - removing and installing  
➔ ["1.1 Replacing the left flange shaft gasket ring \(front-wheel drive\)", page 259](#)
- ☐ right - remove and install in separated version (Octavia II)  
➔ ["1.3 Replace gasket ring in separated version for right flange shaft \(front-wheel drive\)", page 261](#)
- ☐ right - remove and install in single version (Octavia II)  
➔ ["1.4 Replace gasket ring in single version together with bushing for right flange shaft \(front-wheel drive\)", page 262](#)

#### 14 - Pressure spring for flange shaft

- ☐ fitted behind flange shafts

#### 15 - Thrust washer

- ☐ Fitting position ➔ [page 285](#)

#### 16 - Conical ring

- ☐ with slots for thrust washer catch
- ☐ Fitting position: Cone for differential gear housing

#### 17 - Circlip

- ☐ holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

#### 18 - Stop disc compound

- ☐ insert with gear oil
- ☐ on certain gearboxes the stop disc compound was provided with land ➔ [page 284](#)

#### 19 - Differential bevel gear, large

- ☐ installing ➔ [page 284](#)



## 20 - Threaded part

- ☐ installing ⇒ [page 284](#)

## 21 - Differential bevel gear shaft

- ☐ drive out with drift
- ☐ remove together with short tensioning sleeve ⇒ [page 283](#)
- ☐ remove together with long tensioning sleeve ⇒ [page 284](#)
- ☐ installing ⇒ [page 284](#)

## 22 - Tensioning sleeve

- ☐ to secure the axle for differential bevel gears
- ☐ Difference between the tensioning sleeves ⇒ [page 283](#)
- ☐ short tensioning sleeve; removing and installing ⇒ [page 283](#)
- ☐ long tensioning sleeve; removing ⇒ [page 284](#)
- ☐ long tensioning sleeve; installing ⇒ [page 284](#)

## 23 - Differential bevel gear, small

- ☐ installing ⇒ [page 284](#)

## 24 - Differential bevel gear, large

- ☐ installing ⇒ [page 284](#)

## 2.2 Four-wheel drive (Octavia II)



### Note

- ◆ *Before installing heat the inner ring of the tapered-roller bearing to 100°C.*
- ◆ *Replace both tapered-roller bearings together.*
- ◆ *When replacing the tapered-roller bearing of the differential gear housing, gearbox housing and clutch housing adjust the differential.*

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# 1 - Gearbox housing

## 2 - Adjusting washer

- ☐ for differential gear
- ☐ Determine thickness  
⇒ ["2.5.1 Determine the adjusting washer", page 286](#)

## 3 - Outer ring/tapered-roller bearing

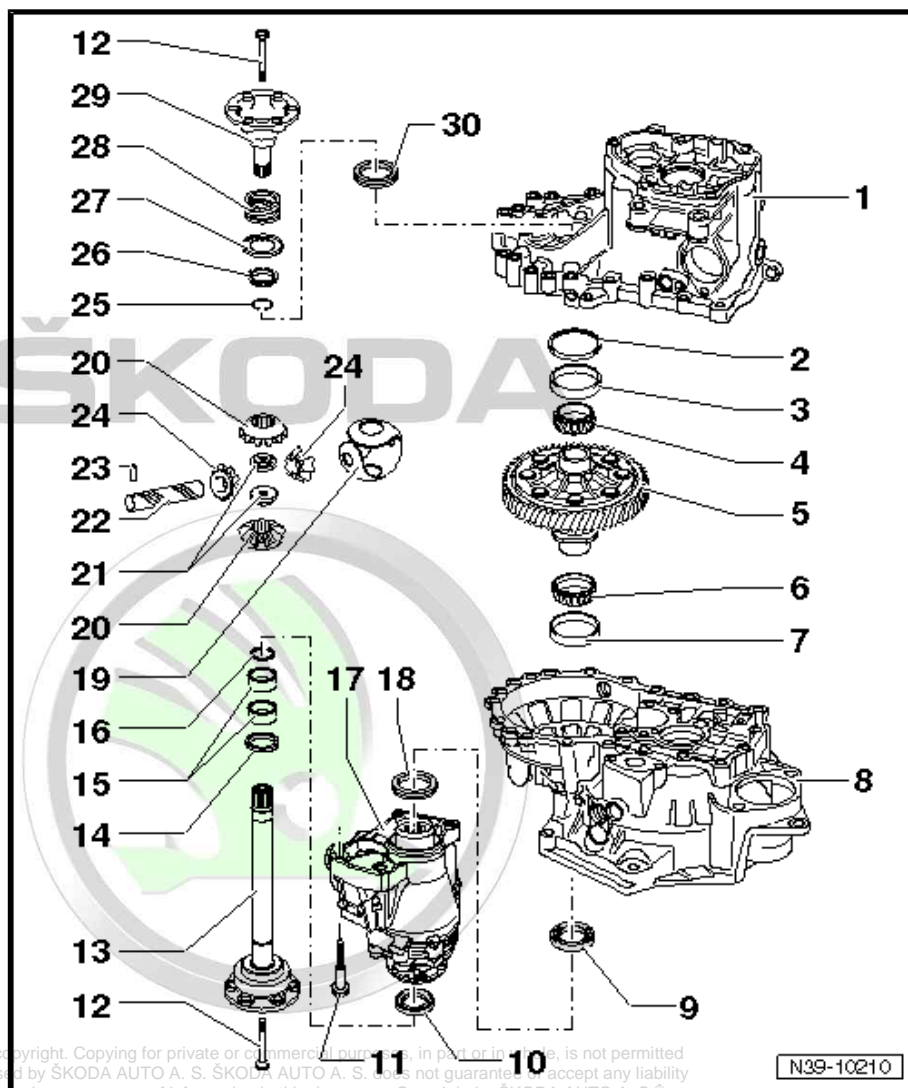
- ☐ removing ⇒ [page 282](#)
- ☐ installing ⇒ [page 282](#)

## 4 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 282](#)
- ☐ pressing on  
⇒ [page 282](#)

## 5 - Differential gear housing

- ☐ with gear pinion for final drive
- ☐ Differential gear housing adapted to stop disc compound
- ☐ The hole of the tensioning sleeve is adapted to the length of the tensioning sleeve  
⇒ [page 283](#)
- ☐ assign ⇒ ETKA - Electronic Catalogue of



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## Original Parts

### 6 - Inner ring/tapered-roller bearing

- ☐ remove ⇒ [page 282](#)
- ☐ pressing on ⇒ [page 282](#)

### 7 - Outer ring/tapered-roller bearing

- ☐ pressing out ⇒ [page 281](#)
- ☐ installing ⇒ [page 281](#)

### 8 - Clutch housing

### 9 - Sealing ring

- ☐ between angle and manual gearbox
- ☐ Renew. ⇒ ["1.7.2 Replace gasket ring at manual gearbox", page 267](#) .

### 10 - Seal ring for right flange shaft

- ☐ Renew. ⇒ ["1.6 Replacing the right flange shaft gasket ring \(four-wheel drive\)", page 266](#) .

### 11 - Screw

- ☐ 4 pieces
- ☐ always replace ⇒ ETKA - Electronic Catalogue of Original Parts
- ☐ 40 Nm + 45° further

### 12 - Screw

- ☐ screw into threaded piece Pos. 21
- ☐ 25 Nm

### 13 - Right flange shaft

- ☐ Removing and installing  
⇒ ["2.3 Removing and installing gasket ring for right flange shaft \(four-wheel drive\)", page 279](#)

### 14 - Sealing ring

- ☐ remove when replacing the needle bearing (Pos. 15)

### 15 - Needle bearing

- ☐ Renew.  
⇒ ["1.8 Replacing the needle bearing and right flange shaft gasket ring \(four-wheel drive\)", page 267](#) .

### 16 - Circlip

- ☐ always replace ⇒ ETKA - Electronic Catalogue of Original Parts

### 17 - Angle gearbox

- ☐ Removing and installing with manual gearbox fitted  
⇒ ["3 Removing and installing angle gearbox", page 151](#)
- ☐ Removing and installing with manual gearbox removed  
⇒ ["6.8 Mounting sequence - completely disassembling and assembling the gearbox", page 187](#)

### 18 - Sealing ring

- ☐ between angle and manual gearbox
- ☐ Renew. ⇒ ["1.7.1 Replace gasket ring at angle gearbox", page 266](#) .

### 19 - Stop disc compound

- ☐ insert with gear oil
- ☐ on certain gearboxes the stop disc compound was provided with land ⇒ [page 284](#)

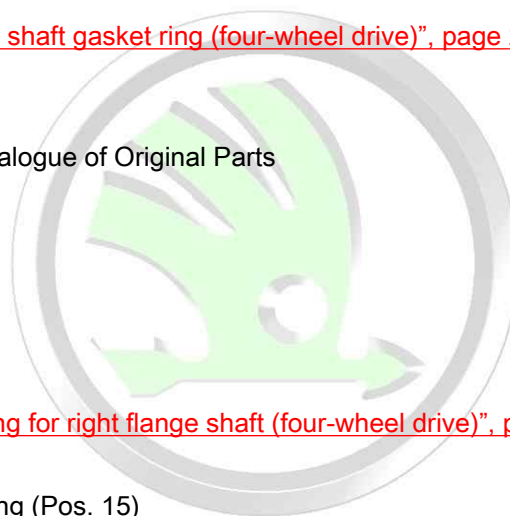
### 20 - Differential bevel gear, large

- ☐ installing ⇒ [page 284](#)

### 21 - Threaded part

- ☐ installing ⇒ [page 284](#)

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## 22 - Differential bevel gear shaft

- ☐ drive out with drift
- ☐ remove together with short tensioning sleeve ⇒ [page 283](#)
- ☐ remove together with long tensioning sleeve ⇒ [page 284](#)
- ☐ installing ⇒ [page 284](#)

## 23 - Tensioning sleeve

- ☐ to secure the axle for differential bevel gears
- ☐ Difference between the tensioning sleeves ⇒ [page 283](#)
- ☐ short tensioning sleeve; removing and installing ⇒ [page 283](#)
- ☐ long tensioning sleeve; removing ⇒ [page 284](#)
- ☐ long tensioning sleeve; installing ⇒ [page 284](#)

## 24 - Differential bevel gear, small

- ☐ installing ⇒ [page 284](#)

## 25 - Circlip

- ☐ holds the conical ring, stop disc and pressure spring in position when the flange shaft is removed

## 26 - Conical ring

- ☐ with slots for thrust washer catch
- ☐ Fitting position: Cone for differential gear housing

## 27 - Thrust washer

- ☐ Fitting position ⇒ [page 285](#)

## 28 - Pressure spring for flange shaft

- ☐ fitted behind flange shafts

## 29 - Flange shaft left

- ☐ Removing and installing ⇒ [“1.5 Replacing the left flange shaft gasket ring \(four-wheel drive\)”, page 264](#)

## 30 - Seal ring for left flange shaft

- ☐ Renew. ⇒ [“1.5 Replacing the left flange shaft gasket ring \(four-wheel drive\)”, page 264](#) .

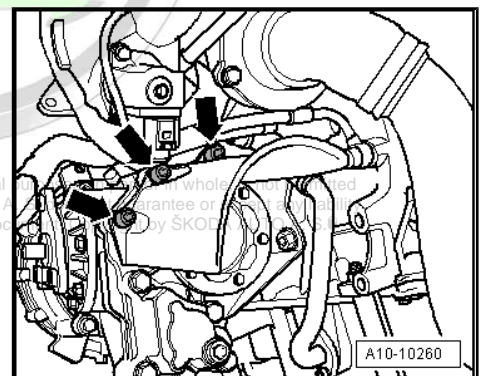
## 2.3 Removing and installing gasket ring for right flange shaft (four-wheel drive)

### Special tools and workshop equipment required

- ◆ Socket insert - T10107A-
- ◆ Extractor - T10037-
- ◆ Thrust piece - MP3-410 (VW 434)-
- ◆ Catch pan

### 2.3.1 Removing

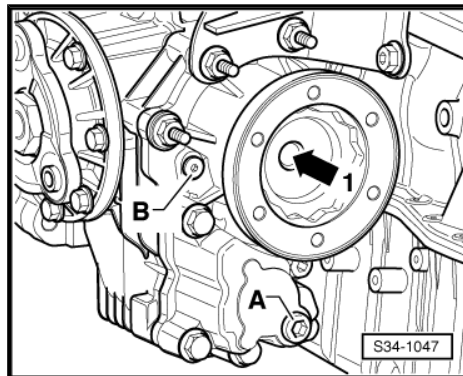
- If applicable remove cap for drive shaft -arrows-.
- Unscrew right drive shaft from flange shaft ⇒ Chassis; Rep. gr. 40 .
- Tie up the drive shaft as far as possible to the top and do not damage the surface protection in the process.
- Position the catch pan under the gearbox and the engine.



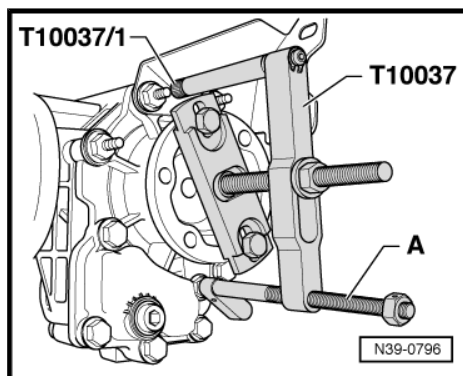




- Remove conical screw for right flange shaft -arrow 1- using the socket insert - T10107A- .



- Screw extractor - T10037- onto right flange shaft.
- Insert thrust piece - MP3-410- between gearbox support and notch nut -T10037/1- .
- Align the extractor - T10037- with the support -A- parallel to the flange.
- Take out the flange shaft.



## 2.3.2 Install

Installation occurs in reverse order to removal.



### Note

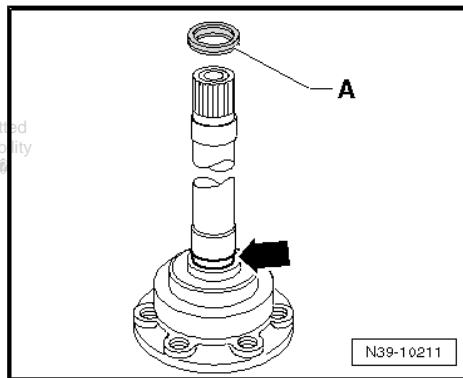
- ♦ Always replace the conical screw for securing the flange shaft.
- ♦ Always replace the gasket ring from the groove of the flange shaft.

- Remove old gasket ring -A- from the groove of the flange shaft -arrow- and replace with a new one.
- Carefully drive the flange shaft into the angle gearbox, while doing so slowly turn it.
- Secure the flange shaft with the new conical screw.

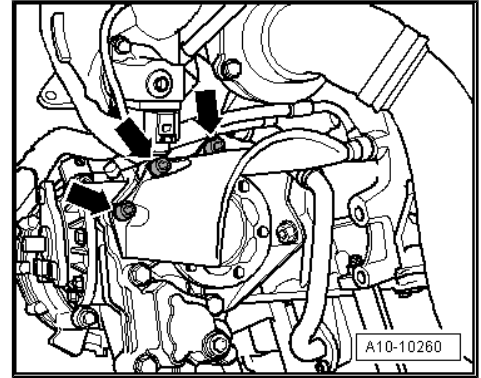
Tightening torque

⇒ ["2.2 Four-wheel drive \(Octavia II\)", page 276](#) .

- Bolt drive shaft to flange shaft ⇒ Chassis; Rep. gr. 40 .



- Install cap for drive shaft -arrows-, if it was removed.
- Inspecting oil level in the angle gearbox  
⇒ [“5.1 Checking oil level in angle gearbox \(Octavia II\)”](#),  
[page 162](#) .



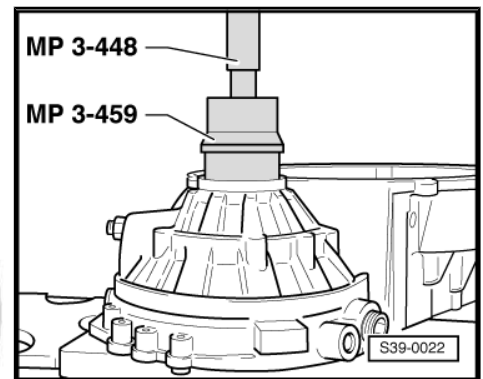
#### Tightening torques

Flange shaft on gearbox (conical screw)	⇒ <a href="#">“2.2 Four-wheel drive (Octavia II)”</a> , <a href="#">page 276</a>
Protective cap drive shaft on angle gearbox	⇒ <a href="#">“3.2.1 Tightening torques”</a> , <a href="#">page 157</a>

## 2.4 Disassembling and assembling differential gear

#### Special tools and workshop equipment required

- ◆ Tapered-roller bearing extractor - V.A.G 1582-
- ◆ Gripper - V.A.G 1582/3-
- ◆ Pressure spindle - MP3-408 (VW 412)-
- ◆ Pressure plate - MP3-406 (VW 401)-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Pressure spindle - MP3-448 (VW 408 A)-
- ◆ Thrust piece - MP3-459 (VW 473)-
- ◆ Thrust plate - MP3-464 (30-205)-
- ◆ Bushing - MP3-474 (3144)-
- ◆ Thrust plate - MP3-467 (40-105)-
- ◆ Thrust plate - MP3-468 (2007)-
- ◆ Interior extractor 46 through 58 mm - Kukko 21/7-
- ◆ Countersupport - Kukko 22/2-

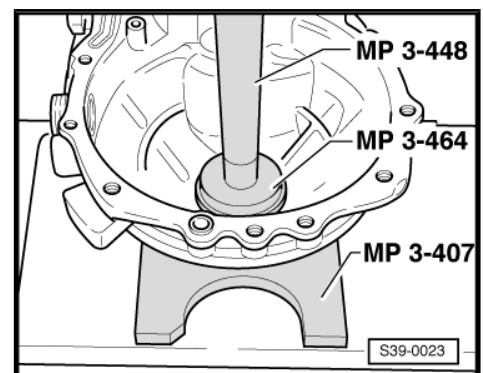


#### Press outer ring/tapered-roller bearing out of clutch housing

- First remove support bushing for sealing ring/flange shaft.

#### Press outer ring/tapered-roller bearing into the clutch housing

No adjusting washer is fitted at the side of the clutch housing.



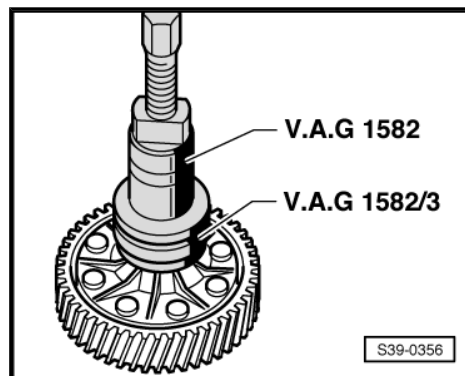
### Remove inner rings/tapered-roller bearing

- Before fitting the extractor, position pressure plate - MP3-467- on differential housing.



#### Note

*Both inner rings/tapered-roller bearings of the differential gear housing are removed in the same way.*

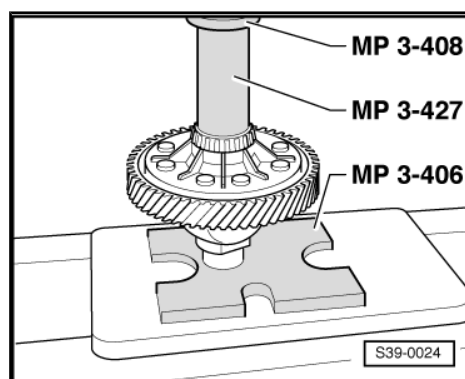


### Press on inner rings/tapered-roller bearing



#### Note

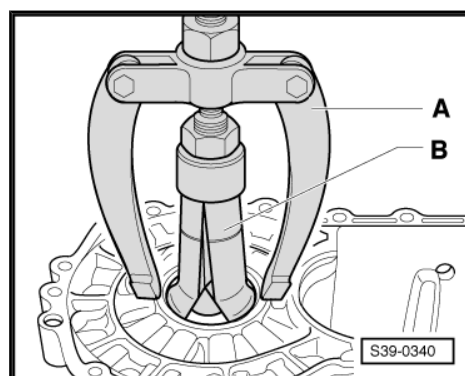
*The inner ring/tapered-roller bearing for the gearbox housing and clutch housing are pressed on with the same special tools.*



### Remove outer ring/tapered-roller bearing from gearbox housing

A - e.g. Countersupport - Kukko 22/2-

B - e.g. Interior extractor 46..58 mm - Kukko 21/7-

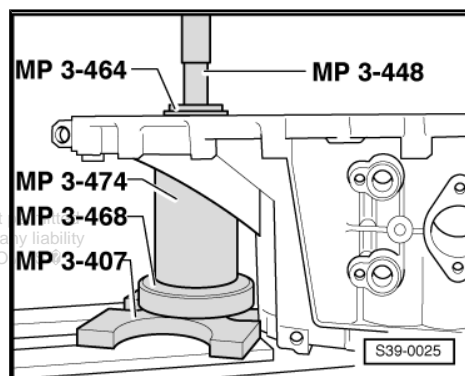


### Press in outer ring/tapered-roller bearing in the gearbox housing

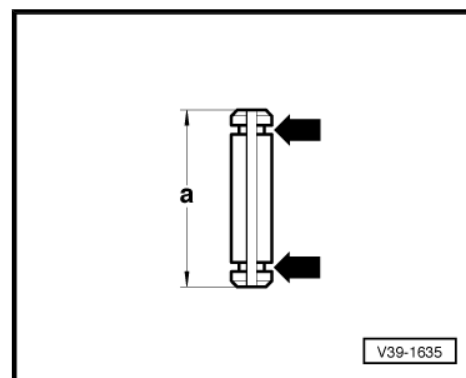
- Position adjusting washer under outside ring.
- Support the gearbox housing with a bushing - MP3-474- directly below the bearing support.

#### For vehicles Octavia II

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## Difference between the tensioning sleeves

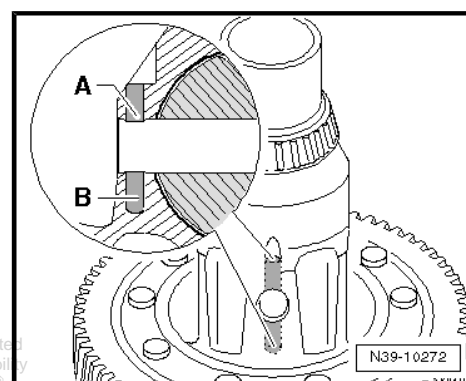


Dimension "a" mm	Distinguishing feature
28.5 (short tensioning sleeve) removing and installing ⇒ <a href="#">page 283</a>	with round slot -arrows-
36.0 (long tensioning sleeve) removing ⇒ <a href="#">page 284</a> installing ⇒ <a href="#">page 284</a>	without round slot

## Assign differential gear housing

The hole in the differential gear housing was adapted due to the longer tensioning sleeve.

- Check the hole for the tensioning sleeve in the differential gear housing.



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Bore	Depth of bearing (mm)
»A«	28.5 (short tensioning sleeve)
»A« and »B«	36.0 (long tensioning sleeve)

## Remove and install the short tensioning sleeve (with round slot) for the differential bevel gear shaft

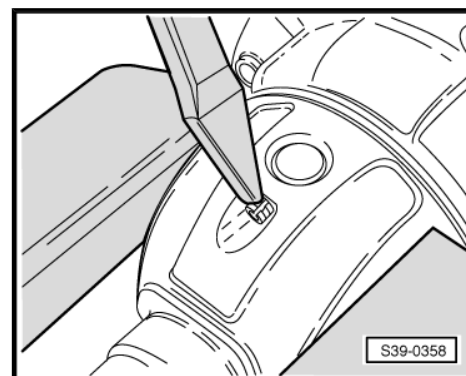
### Removing

- Cover inner ring/tapered-roller bearing and drive wheel for speedometer to avoid any possible damage and swarf.
- Drive out tensioning sleeve with a chisel, position the chisel in the circular slot.

### Install

- Drive into the differential gear housing up to the stop.

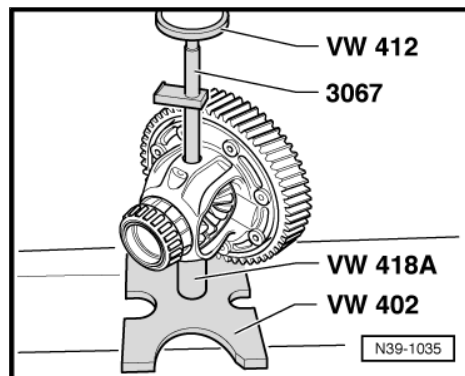
Continued for all vehicles



### Remove the long tensioning sleeve (without round slot) and press off the differential bevel gear shaft

The tensioning sleeve is sheared off when pressing out.

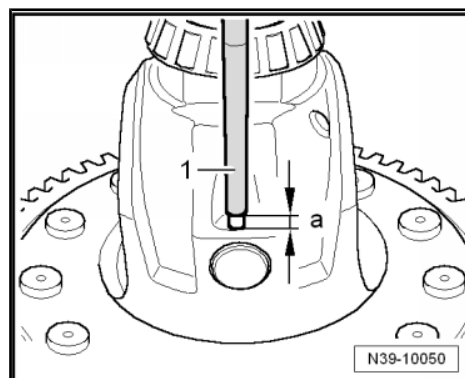
- Drive the remaining part of the tensioning sleeve out of the differential gear housing.



### Install long tensioning sleeve (without round slot)

- Adjust the hole in the differential bevel gear shaft at the hole in the differential gear housing.
- Drive in the new tensioning sleeve to the dimension -a- = 3.0 mm.

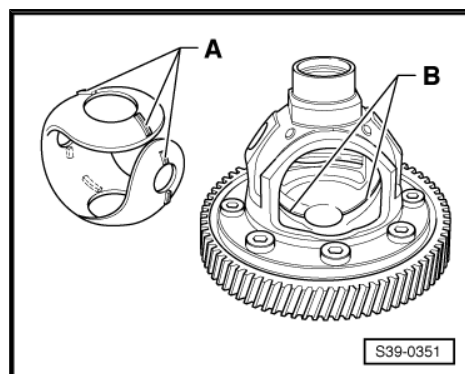
The tensioning sleeve must not come in contact with the gearbox when the differential gear housing is installed.



### On certain gearboxes the stop disc compound was provided with lands -A- in the area of the openings.

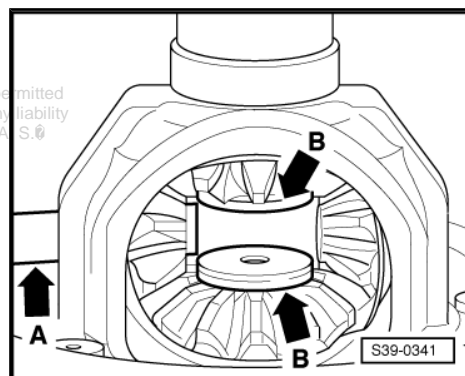
Therefore the differential gear housing was provided with a round slot -B-.

- Install stop disc compound with gearbox oil.
- Insert the stop disc compound in such a way that it locks into the slot -B- in the differential gear housing.



### Install differential bevel gears

- Install stop disc compound with gearbox oil.
- Insert both large differential bevel gears and secure (e.g. with flange shaft).
- Insert both small differential bevel gears with a 180° offset.
- Push in the differential bevel gear shaft -arrow A- up to the first small differential bevel gear.
- Insert the threaded parts -arrows B- in the large differential bevel gears. Fitting position: Heel of the differential bevel gear.





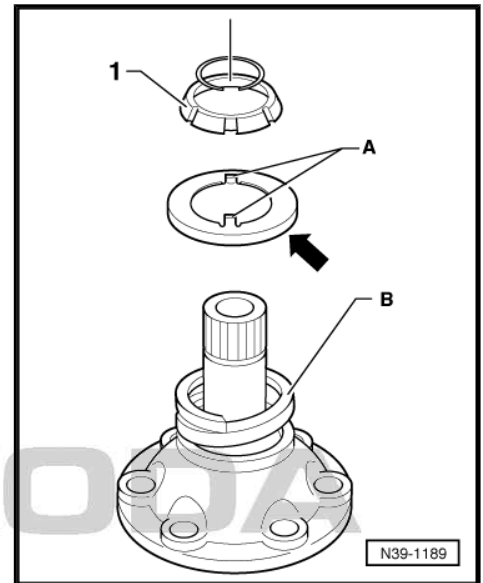
### Fitting position of thrust washer for the conical ring -1-

The collar -arrow- points towards the pressure spring -B-.

The lands -A- are available on certain gearboxes.

The lands -A- point towards the conical ring -1-.

- Drive in the differential bevel gear shaft up to end position and secure with tensioning sleeve.



## 2.5 Adjusting the differential gear

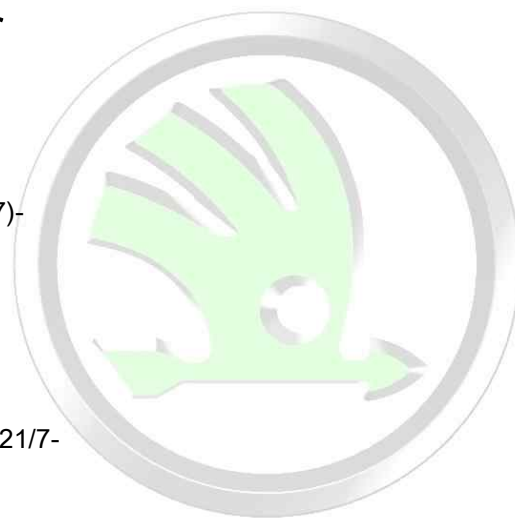
### Special tools and workshop equipment required

- ◆ Gauge block plate - MP3-405/17-
- ◆ Pressure plate - MP3-407 (VW 402)-
- ◆ Universal dial gauge holder - MP3-447 (VW 387)-
- ◆ Pressure spindle - MP3-448 (VW 408 A)-
- ◆ Thrust plate - MP3-464 (30-205)-
- ◆ Thrust piece - MP3-468 (2007)-
- ◆ Bushing - MP3-474 (3144)-
- ◆ Interior extractor 46 up to 58 mm , e.g. - Kukko 21/7-
- ◆ Countersupport , e.g. -Kukko 22/2-
- ◆ Dial gauge

The differential gear must be re-set when the following components are replaced:

- ◆ Gearbox housing
  - ◆ Clutch housing
  - ◆ Differential gear housing
- or the
- ◆ Tapered-roller bearings of the differential gear

Setting overview ➔ [“3 Setting overview”, page 289](#) .



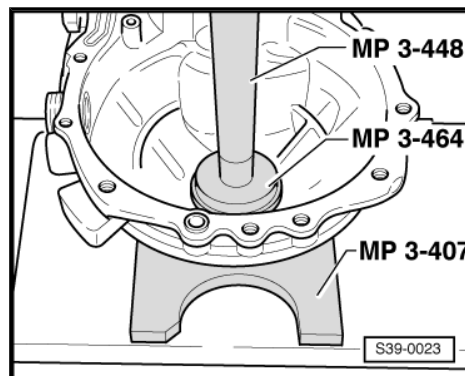
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- Press the outer ring/tapered-roller bearing with thrust plate - MP3-464- into the clutch housing.

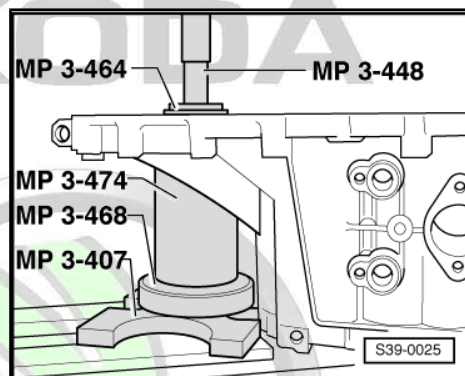


#### Note

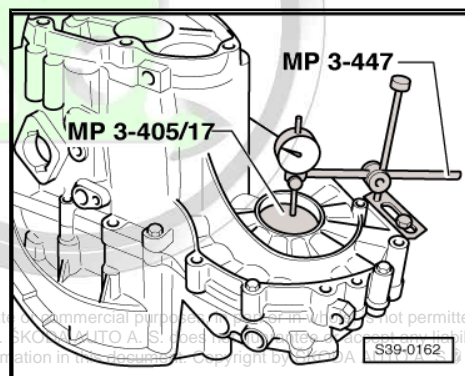
*The inner and outer rings of the tapered-roller bearing are paired.  
Do not interchange!*



- Press outer ring/tapered-roller bearing without adjusting washer with thrust plate - MP3-464- into the gearbox housing.
- Insert the differential gear in the clutch housing.
- Position the gearbox housing and tighten 5 screws to torque 25 Nm.



- Set the dial gauge with 1 mm preload on "0".
- Move the differential gear up and down, read off and write down the clearance on the dial gauge. (Example: 0.70 mm).



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## 2.5.1 Determine the adjusting washer

The prescribed bearing preload is reached by adding to the established measured value a constant value (0.25 mm).

Example:

measured value	0.70 mm
+ pressure (const. value)	0.25 mm
Thickness of the adjusting washer =	0.95 mm

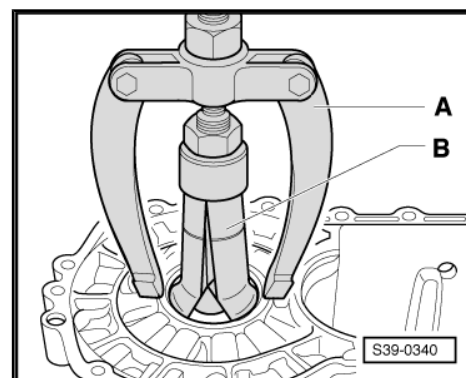
One example of this:

Measured value of bearing play	Thickness of the adjusting washer according to the table
0.70 mm	0.95 mm

- Remove the gearbox housing and pull out the outer ring/tapered-roller bearing from the gearbox housing.

A - Countersupport , e.g. -Kukko 22/2-

B - Interior extractor 46...58 mm , e.g. -Kukko 21/7-



The following adjusting washers are available:

Bearing clearance	Adjusting washer
Measured value (mm)	Thickness (mm)
0,303...0,449	0,650
0,450...0,499	0,700
0,500...0,549	0,750
0,550...0,599	0,800
0,600...0,649	0,850
0,650...0,699	0,900
0,700...0,749	0,950
0,750...0,799	1,000
0,800...0,849	1,050
0,850...0,899	1,100
0,900...0,949	1,150
0,950...0,999	1,200
1,000...1,049	1,250
1,050...1,099	1,300
1,100...1,149	1,350
1,150...1,199	1,400

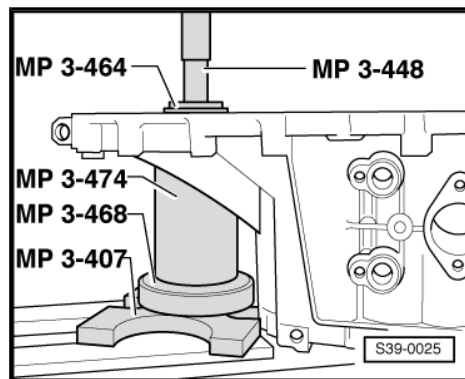


#### Note

- ◆ Assign the adjusting washers via the ⇒ *Electronic Catalogue of Original Parts* .
- ◆ If the measured washer thickness is greater than the one listed in the table, 2 washers corresponding to the measured value may be fitted.
- ◆ Different tolerances allow to measure the required thickness for each washer very precisely.
- Insert adjusting washers of the determined thickness, the thickest adjusting washer first.



- Press outer ring/tapered-roller bearing with the determined adjusting washer (in the example 0.95 mm) again into the gearbox housing.
- Fit gearbox housing and tighten  
⇒ ["6.5 Summary of components - Gearbox housing and gear-shift mechanism", page 176](#) .



# ŠKODA



### 3 Setting overview



#### Note

- ◆ When working on the gearbox it is only necessary to re-set the drive shaft, output shaft or differential gear if parts were replaced that directly affect the setting of the gearbox.
- ◆ To avoid unnecessary settings, refer to the following table:

		Set:		
		Drive shaft ⇒ "1.2 Setting drive shaft", page 235	Output shaft ⇒ "2.2 Setting output shaft", page 251	Differential gear ⇒ "2.5 Adjusting the differential gear", page 285
Replaced part:	Gearbox housing	x		x
	Clutch housing	x	x	x
	Drive shaft	x		
	Output shaft (drive train)		x	
	Differential gear housing			x
	Tapered-roller bearing for drive shaft	x		
	Tapered-roller bearing for output shaft		x	
	Tapered-roller bearings of the differential gear			x
	4th gear pinion	x		

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